TABLE OF CONTENTS

INTRODUCTION

COMMERCIAL DEVELOPMENT

APPENDICES

INTRODUCTION

The City of Jacksonville is a growing and vibrant city and, as such, carries the responsibilities and expectations to provide for the best planning and development practices possible for its residents and the business community. Expectations for a better and more financially sustainable community have led to the desire to create a proactive, form-based set of design guidelines to assist in guiding future development throughout the City. While the City Comprehensive Plan and Land Development Code set certain density development parameters and minimum levels of design compliance, they do not specifically address "City Form" from the standpoint of what is considered to be "best" design practices. The following guidelines are a tool to assist in conveying ideas, design alternatives and practices that should be strongly considered during the design and development of projects in the City of Jacksonville.

Purpose and Objectives of the Guidelines

The purpose, intent and objective of this design standards and best practices handbook is to assist property owners, developers and designers in the creation of projects that are more sustainable in their development patterns. The design guidelines establish a base-line set of design criteria for the City of Jacksonville. The design guidelines define the qualitative expectations for new development as well as redevelopment projects. The design guidelines are to be used as a tool by project developers, designers, City staff, Design Review Committee, Planning Commission and City Commission to define and guide the design review process and to assist in establishing more cohesive urban design patterns for the City of Jacksonville.

Overall Design Objectives

1. To promote architectural and site design standards that enhance the overall aesthetic appearance of the City of Jacksonville.
2. To protect and enhance personal property development rights of existing owners and projects with respect to newly developed projects.
3. To promote a strong community identity through visually cohesive design and land development patterning.
4. To encourage a higher level of design standards beyond code minimum design compliance.
5. To support the development of projects that embrace human scale design and encourage social interaction.
6. To introduce alternative architectural, planning and design patterns that break from stereotypical development standards.

Relationship to Policies and Other Documents

The design guidelines are intended to work in-concert with existing and future policy and regulatory documents. In preparation of this document, a thorough review of the existing goals, policies and objectives of the Comprehensive Plan as well as the existing Land Development Code was performed. The following findings resulted from this research:

- The existing Land Development Code is best suited to define stringent quantitative design parameters that define minimum standards of design compliance.
- The design guidelines can and will define a higher level of qualitative design standards that, if deemed appropriate, can be utilized to update the zoning and land development ordinances and policies.

Organization of the Guidelines

This handbook has been designed to be visually interactive in its description of desirable design practices vs. undesirable design practices. It is not intended to preclude any requirements that are set forth in the existing City of Jacksonville Comprehensive Plan or Land Development Code, nor is it intended to stifle creative design solutions. Most importantly, it is intended to serve as a catalyst for better design alternatives and solutions.

The guidelines are broken down by three levels of criteria, Principles, Design Goals and Design Guidelines, each one building upon the other to further define the ultimate goals and objectives that are deemed to be "Best Design Practices" by the City of Jacksonville.

COMMERCIAL DEVELOPMENT

1.0 Understanding Context: Commercial Development Areas

In terms of Land Area, the City of Jacksonville is the largest metropolitan city in the United States. Regional planning for this large of an area is critical to help manage the growth patterns and required infrastructure development needed to support that growth. Unlike many other cities that are restricted by developable land area, Jacksonville has experienced substantially more pressure to develop into the outlying periphery areas, so much so that the city has evolved to have multiple sub-regional communities and job base centers. In other counties these areas would indeed be independent municipalities.

Although the resultant development pattern could be considered urban sprawl, the City currently has the opportunity to apply design standards that can transform these subregional communities into a much more focused and sustainable development pattern.

In an effort to address the different design pattern areas within the City, the City has elected to define two (2) different development pattern types (see Figure 1.0):

1. Urban Development Areas
2. Suburban Development Areas

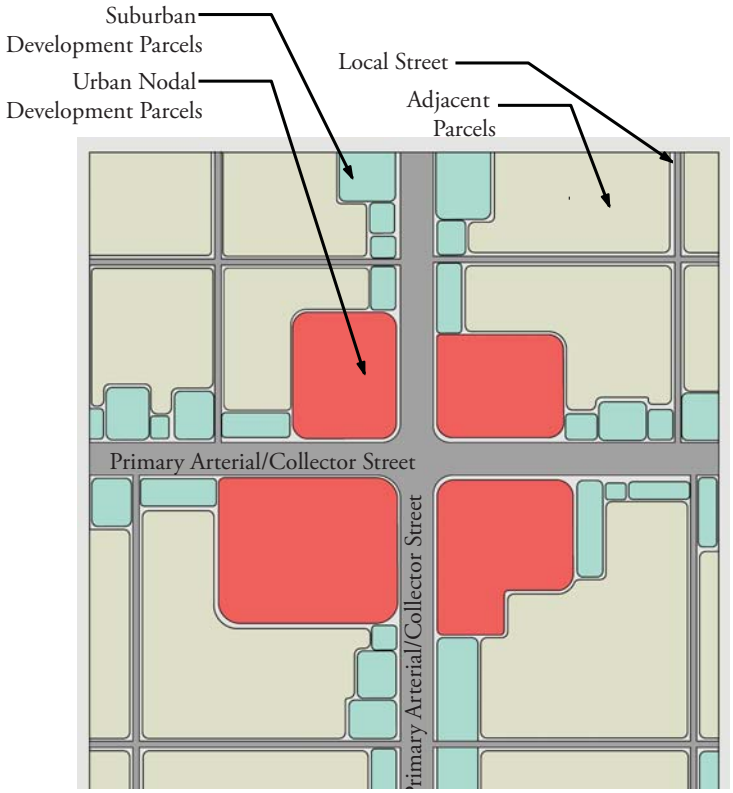


Figure 1.0
Development Pattern Types

Whereby, **Urban Development Areas** (see Figure 1.0a and Figure 1.0b) are defined as:

> Those areas of the City's downtown urban core and those areas that are located at city designated nodes such as primary urban arterial or collector intersections that are designated to serve as pedestrian oriented mixed-use urban cores for the outlying sub-regional communities. These development areas are, and will be, characterized as having higher density land development patterns similar to that of small urban town centers and, as such, will be expected to meet more restrictive planning and design development patterns to support concentrated populations of people and vehicular patterns;

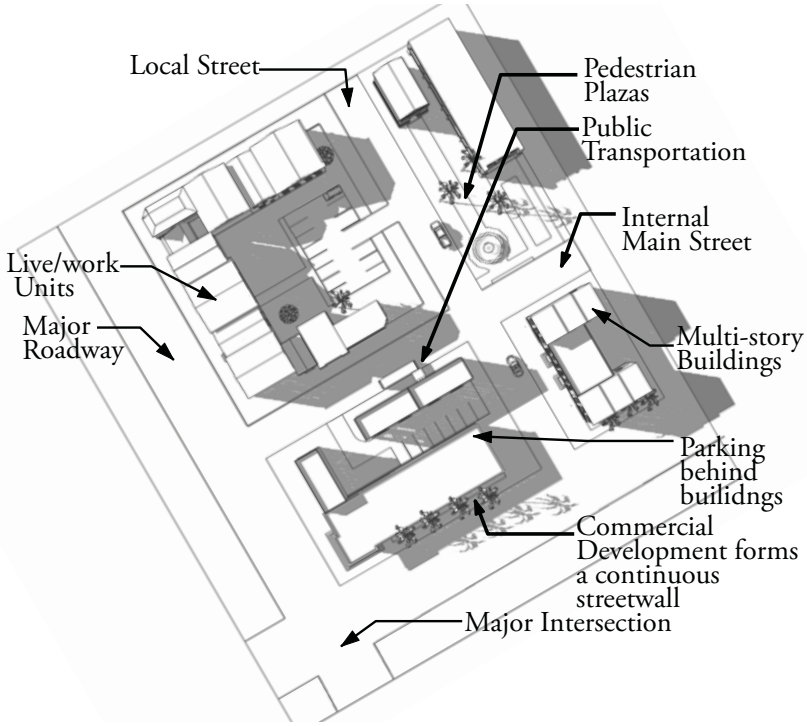


Figure 1.0b
Urban Development Land Patterns: Plan View

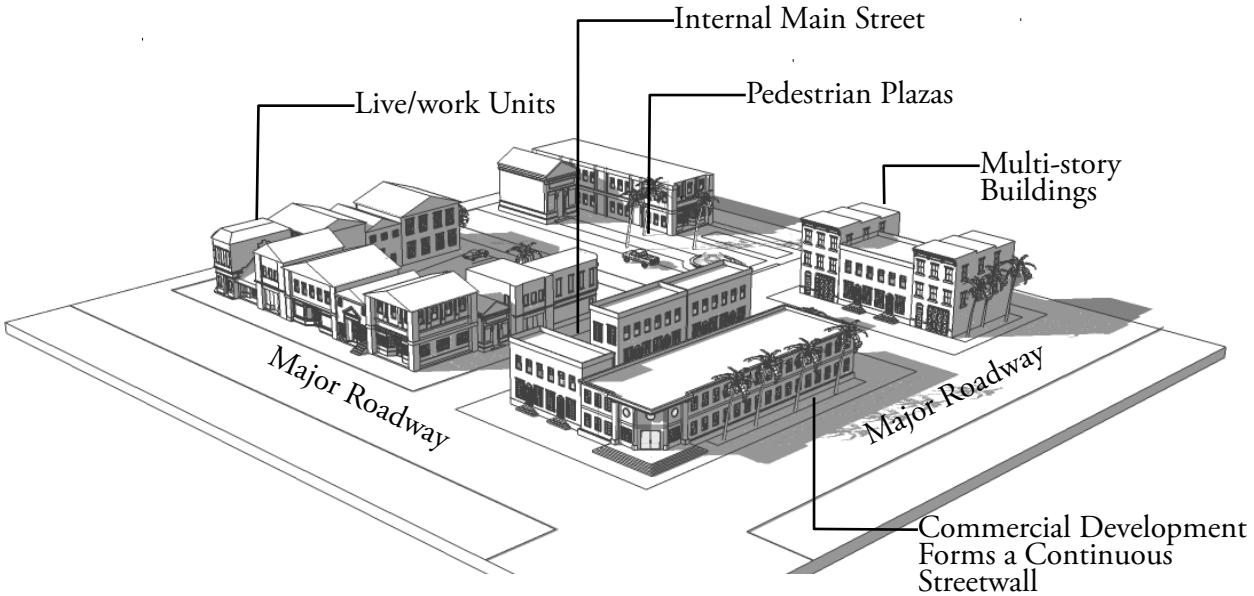


Figure 1.0a
Urban Development Land Patterns: Bird's Eye View

and, whereby, **Suburban Development Areas** (see Figure 1.0c and Figure 1.0d) are defined as:

> Those vehicular oriented areas of commercial development that fall outside of the designated Urban Development Areas, but support the common commercial/office needs of the general public. These areas may be located along arterial, collector or local roadway networks within the City, but are commonly limited to one (1) single land use, development program and lower traffic trip generation. These developments are intended to support "local" vehicular traffic.

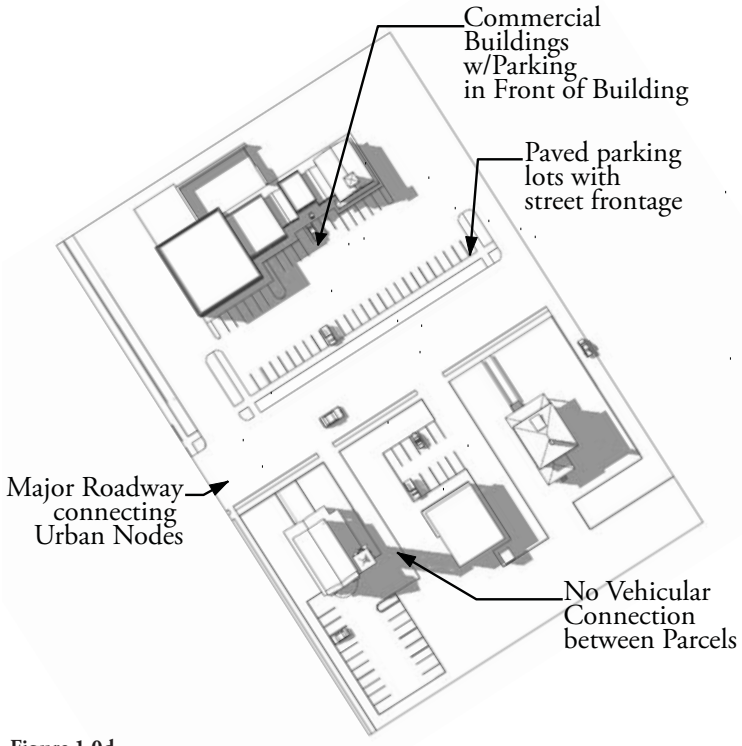


Figure 1.0d
Suburban Development Land Patterns: Plan View

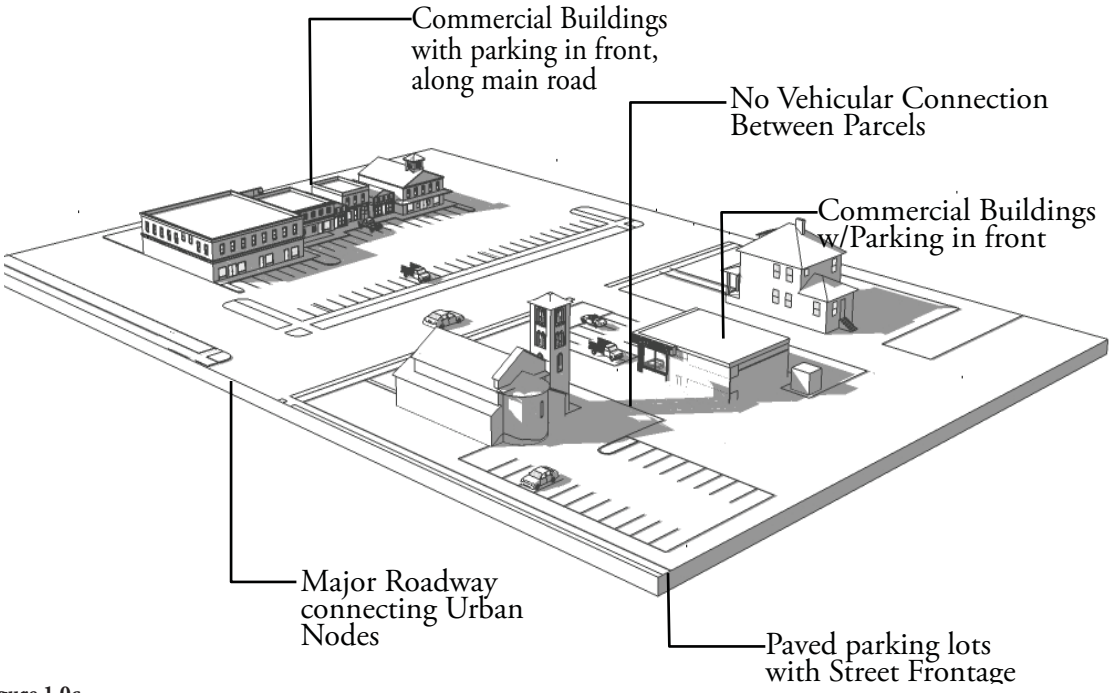


Figure 1.0c
Suburban Development Land Patterns: Bird's Eye View

COMMERCIAL DEVELOPMENT

1.1 Commercial Site Design Principles and Guidelines

Design Principle

Commercial site designs shall be conceived, first and foremost, to provide services to the residents of the community while, at the same time, blending into the overall fabric of the Cityscape without visually competing with contextual surroundings. The design of commercial development shall also create safe, attractive and functional places. High quality commercial development begins with the initial site design. Encouraged site design principles vary based on urban and suburban conditions within the city.

Design Goals

- Commercial Site Design shall strongly focus on "placemaking," or creating a unique sense of place, as its primary design goal.
- Commercial Site Design shall serve to act as the structural skeleton and framework for the overall City streetscape, creating large scale patterns of urban form.
- Commercial Site Design shall facilitate the planning of safe, well-organized, pedestrian and vehicular activities that minimize conflict.
- Commercial Site Design shall reinforce planning and design objectives for the surrounding community and neighborhood. Examples of this include the provision of interconnected open space, definition of visual gateways, safe pedestrian interconnections and direct vehicular linkages.
- Commercial Site Design shall improve upon roadway circulation by providing well-organized on-site circulation as well as safe access points that do not inhibit primary roadway vehicular circulation.
- Commercial Site Design shall account for the proximity to regional transportation networks, if available.

Design Guidelines

For the ease of direction, the following guidelines have been broken down into the following sections:

1.1.1 Site Contextual Design Guidelines
1.1.2 Development Analysis and Development Plan Submission Requirements
1.1.3 Building Massing and Placement

1.1.1 Site Contextual Design Guidelines

Every project site lies within a larger context of the city fabric. As such, the architectural development of each site must take into account both on-site and off-site features. The site and architectural design must be sensitive to the surrounding sites and land uses not only from an environmental aspect, but also from the standpoint of complimentary architecture and spatial organization. Each project design must demonstrate that it properly addresses the existing site context including, but not limited to, the following:

1.1.1a Site Topography

- Have the proposed building arrangements, roadway patterns, pedestrian routes and sight lines been designed to preserve the existing site topography rather than simply mass grading the site?
- Does the proposed architectural massing and design of the architecture feel integrated into the site topography or superimposed onto it?
- Does the proposed site grading greatly differ from that of adjacent sites? If so, how is this being addressed to mitigate the visual difference as well as the physical barrier difference?
- Does the site have significant environmental features? How have these features been integrated into the site design and building architecture?
- Has the site and building placement been engineered to address, protect and possibly integrate topographic features into the site design?

- Will significant site engineering be required to develop the site that may endanger the long-term viability of any environmental features of the site, both from a wetland and upland habitat standpoint?
- Does the site design incorporate the preservation of stands of existing trees or significant specimen trees to assist in preserving the natural character of the site and creating focal elements internal to the site?

1.1.1b Solar Orientation and Protection

- Have the solar orientation and primary "heat façades" been considered with respect to the site design and ultimately the architectural design of the buildings to minimize energy costs and to create comfortable and usable pedestrian environments?

1.1.1c Surrounding Site Developments

- Has the design of the site taken into account any off-site views, opportunities, constraints, odors, screening requirements, building massing or architectural design elements that warrant address or possible integration into the proposed site design?
- Are there any surrounding development sites that are public or civic in nature? If so, has the interconnection of these sites been incorporated into the site and architectural design of the project?

1.1.1d Regional Transportation Networks

- Does the site design address connection to existing mass transportation networks?
- Does the site design and architectural design address and support connection to any future multi-modal transportation networks?
- Has future expansion of any surrounding roadway network(s) been considered as part of the ultimate design of the project with respect to entrance locations, drive stacking distances or hierarchy of drive locations relative to the ultimate need or desire for the signalization of the project?

1.1.1e Utility Easements

- Have all of the utility easements been identified and designed around according to required utility pole and line setback distances for structures, trees, signage and driveway locations?
- If roadway widening occurs, will this negatively affect the site development design due to ultimate location of utilities in proximity to structures, landscape buffers, signage or entry driveways?
- Has the visual effect of the utilities been taken into account with respect to the visual quality of the proposed project?
- Will the visual effect or location of any utility poles or vertical power lines disrupt the visual quality of the site or diminish the quality of the site design experience?

1.1.2 Development Analysis and Development Plan Submission Requirements

Proper site development analysis is a fundamental requirement of quality site design, as well as being able to provide quantitative design review by governing officials. The following guidelines have been created to help facilitate better analysis and, consequently, better commercial site design.

1.1.2a Development Plan Submission Requirements

As part of the commercial site development approval process, a commercial development master plan shall be submitted. As part of this submission, the following supporting documents and plans shall be submitted:

1. Master Site Development Plan (see Appendix A for checklist)
2. Current aerial photograph showing all roadways and development within a one-half (1/2) mile radius of the project site
3. Current aerial photograph showing all roadways and development within a three hundred-foot (300'-0") radius of the project site
4. Current site survey clearly delineating site boundaries, topographic information by contours and full tree survey for all trees being four inches (0'-4") in caliper or greater
5. A jurisdictional wetlands survey as prepared by a qualified professional
6. Site photos including all surrounding development
7. A written environmental synopsis of the property, as prepared by a qualified professional (i.e., environmental biologist or landscape architect)
8. Written summary, as provided by the project civil engineer, that outlines a master stormwater design concept, significant off-site drainage patterns, connections to off-site drainage patterns and upstream or downstream drainage conditions that may effect site development, etc.

Note: Site survey must locate all existing structures both on-site as well as all residential structures within one-hundred feet (100'-0") of the subject property, and all commercial structures, parking and stormwater ponds or facilities within two-hundred feet (200'-0") of the subject property.

1.1.2b The site development design shall demonstrate that it has been designed to preserve significant natural features such as jurisdictional wetlands, natural rivers, streams, water bodies and endangered flora or fauna (if deemed appropriate by both state and local governing agencies) and significant historical trees.

1.1.2c All proposed site design shall take into account the natural topography and drainage patterns of the particular site as well as how disruption of natural drainage patterns may negatively impact surrounding sites or natural systems.

1.1.2d The Developer shall demonstrate that no significant off-site natural system drainage impacts will be caused due to site development. This shall be provided by a written synopsis of how site conditions have been designed to accomadate off site systems.

1.1.2e The site development design shall take into account the natural topography of the site and, to the greatest extent possible, utilize the site topography to create visual interest rather than simply mass grading the site.

1.1.2f The site design shall take into account significant off-site views and incorporate these into the overall site design where possible.

1.1.2g The site design shall take into account the creation of site view corridors into

the site from surrounding roadways and intersections, both from a vehicular and pedestrian stand point.

1.1.2h The design of all sites shall take into account the seasonal sun angles and make every effort to organize and develop buildings and pedestrian routes that provide protection from the elements, particularly sun and rain.

1.1.2i All proposed commercial projects shall verify and provide public transportation access points interior to a project site where deemed appropriate by City staff.

1.1.2j Where deemed appropriate, commercial site developments shall be designed to provide cross-vehicular and pedestrian access between adjacent commercial development sites, and pedestrian connections to adjacent residential and public school developments. If the site design does not allow for pedestrian access points that are located away from service areas or back of house activities, no pedestrian access shall be required.

1.1.2k Where possible, commercial site developments shall provide interconnected green spaces with adjacent development sites to encourage cross-pedestrian linkages and create visual cohesiveness between commercial sites.

1.1.3 Building Massing and Placement

The organization and scale of buildings on any site is arguably the most important site design standard that must be analyzed and executed on every project site. The placement and orientation of a building often dictates all other functional use design such as vehicular circulation, parking, pedestrian design and, to a large extent, the physical environment of the streetscape. The following guidelines address both the urban areas site development requirements as well as the suburban area site development requirements.

Urban Development Areas

The pedestrian oriented organization of buildings and parking in urban area developments is the primary site design principle that sets urban development areas apart from those designated as "suburban". These areas shall be designed to create a definable "place" that feels and functions differently than a typical suburban site development project. The design of these projects is focused on the integration of land uses, whereas the project or development site can provide a more self-contained and self-sustained development pattern. The following site design guidelines have been developed to encourage more compact, higher density development that promotes pedestrian activity and visually creates an urban streetscape pattern along exterior and interior roads and drives.

1.1.3a Buildings shall, to the greatest extent possible, be 'massed' against the primary arterial or collector roadways to create a "street wall" effect in urban development areas.

1.1.3b No more than forty percent (40%) of an urban parcel frontage shall be open to parking, stormwater or internal green space.

1.1.3c Building placement shall, to the greatest extent possible, screen mass parking areas from primary views, both from an external and internal viewpoint.

1.1.3d The creation of internal urban blocks, arranged to create a primary "Main Street", or internal street grid pattern shall be a focus of the urban site designs that exceed 90,000 square feet. Building placement and massing shall be designed to reinforce this development pattern.

1.1.3e Building massing and scale shall be designed in proportion to adjacent properties to support the visual and functional effect of the "urban" street environment. Building setbacks from back of curb shall be designed to create and facilitate an active pedestrian environment (see Photo Exhibit 1.1.3e).

"Permitted"

Photo Exhibit 1.1.3e
Urban buildings shall be "massed" against the primary arterial or collector roadways to create a "street wall".

1.1.3f Building organization and placement shall be designed to create and emphasize views and focal points from external roadways as well as internal "Main Streets".

1.1.3g Building organization and placement shall be designed to create internal pedestrian green spaces, plazas or other functional gathering spaces. These spaces shall be designed to support the pedestrian environment.

Suburban Development Areas

Suburban commercial development areas have very different functions than their urban counter parts. For this reason site design guidelines have been written specifically for suburban development areas. Characterized by greater quantities of vehicular traffic, suburban commercial developments are typically dominated by vast areas of parking lots, with greater stormwater requirements and multi-tenant commercial parcels. The shape of suburban commercial areas is often referred to as a "strip" shopping development. The following guidelines have been created to increase the safe and efficient functioning of suburban commercial developments.

1.1.3h Buildings shall be sited to foster efficient site functioning as well as interconnectivity for pedestrian and vehicular traffic.

1.1.3i Outparcel buildings shall be sited to screen large areas of parking from the public view.

1.1.3j No more than forty percent (40%) of the parcel frontage shall be open to parking or dry stormwater ponds.

1.1.3k Suburban commercial sites shall have multiple vehicle ingress and egress points to increase the connectivity of suburban sites.

1.1.3l Multiple retail tenant suburban site designs shall incorporate a variety of square footages to increase the ability for sites to adapt to transitional retailers.

1.1.3m Typical "strip" shopping centers shall have a variety of elevations with staggered setbacks to reduce visual monotony.

"Not Permitted"

Photo Exhibit 1.1.3m
Building massing shall reflect various square footages and building elevations to decrease the visual monotony typical of suburban commercial "strip" developments.

"Permitted"

Photo Exhibit 1.1.3m
Building massing shall reflect various square footages and building elevations to decrease the visual monotony typical of suburban commercial "strip" developments.

General Development Guidelines

The following development guidelines address commercial development standards in both an Urban and Suburban setting.

1.1.4 Urban site developments are encouraged to incorporate a mix of uses, which may include commercial retail, restaurants, office space (both small and large scale) and higher density residential. It is strongly encouraged that an economic market analysis be performed to assist the Developer in defining the final development program and mix of uses.

"Permitted"

Photo Exhibit 1.1.4
A mix of commercial, retail, restaurants, residential and office space is encouraged for all urban site developments.

1.1.5 Building massing shall provide façade "step backs" for all building façades that exceed forty feet (40'-0") in height, whereby a minimum ten foot (10'-0") building façade "step back" shall be provided for all floors above a two story level (see Figure 1.1.5). This provision may be waived for freestanding commercial office buildings as long as the building façades provide a significant amount of exterior material column, and wall fenestration so as to provide physical and visual breaks in the building façades.

1.1.6 Development sites that have more than one (1) primary "Big Box" retailer shall organize the buildings so as to encourage cross parking and pedestrian interconnectivity between the multiple stores.

1.1.7 Development sites that have more than one (1) primary "Big Box" retailer shall orient the building masses in such a way to create a more clustered organization rather that single free-standing boxes surrounded by parking. The placement of buildings shall provide for a logical organization of both vehicular and pedestrian circulation patterns and prevent the need, to the largest extent possible, for a user to have to "re-park" due to excessive internal pedestrian walking distances.

1.1.8 To encourage a wider distribution and use of parking and better access for customers, all large retail establishments, either single or multiple ownership, that exceed 75,000 square feet shall provide at least two (2) customer entrances. Sufficient offset distances between entrances shall be provided to more evenly distribute both vehicular and pedestrian circulation routes.

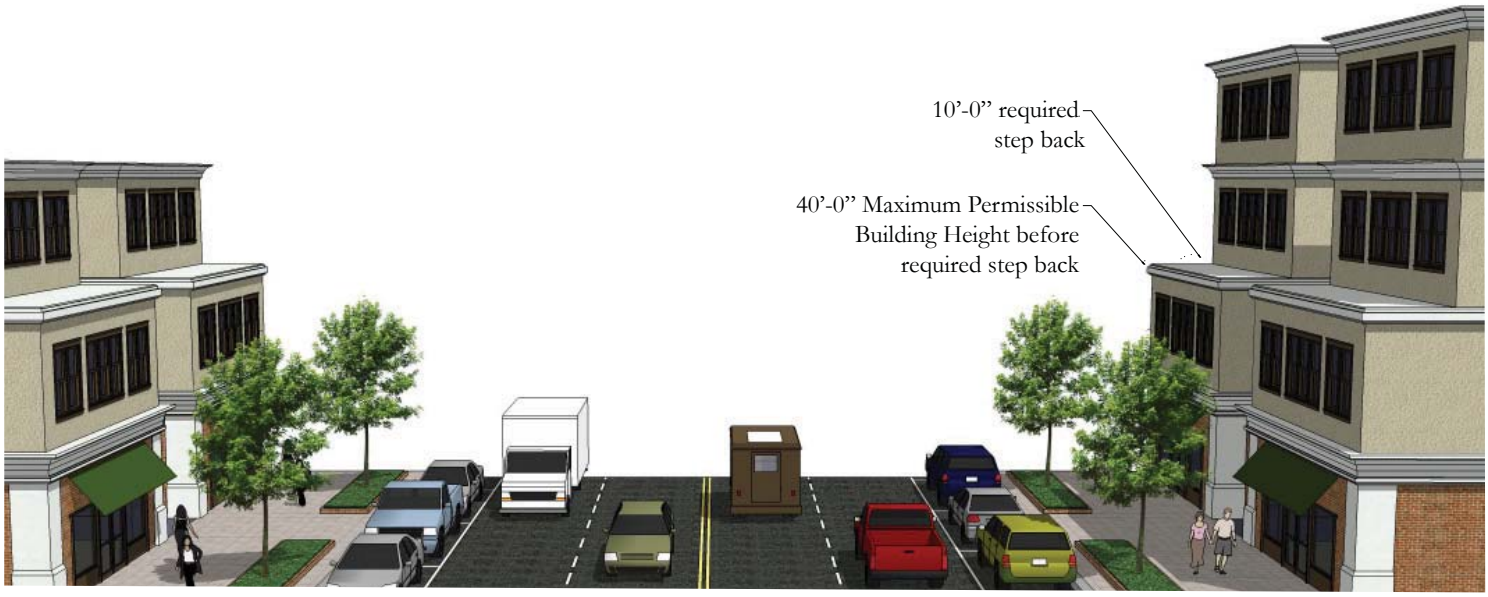


Figure 1.1.5
Building massing shall provide "step backs" for all facades that exceed 40'-0".

1.1.9 Interior commercial building lengths shall not exceed three-hundred (300) linear feet without a physical break or pedestrian accessway from parking behind. It is strongly encouraged to integrate plaza spaces and/or incorporate public green spaces where building breaks occur (see Figure 1.1.9).

1.1.10 For projects that have internal blocks, the maximum internal block length shall not exceed five-hundred (500) linear feet, as measured centerline to centerline of road or driveway (see Figure 1.1.10).

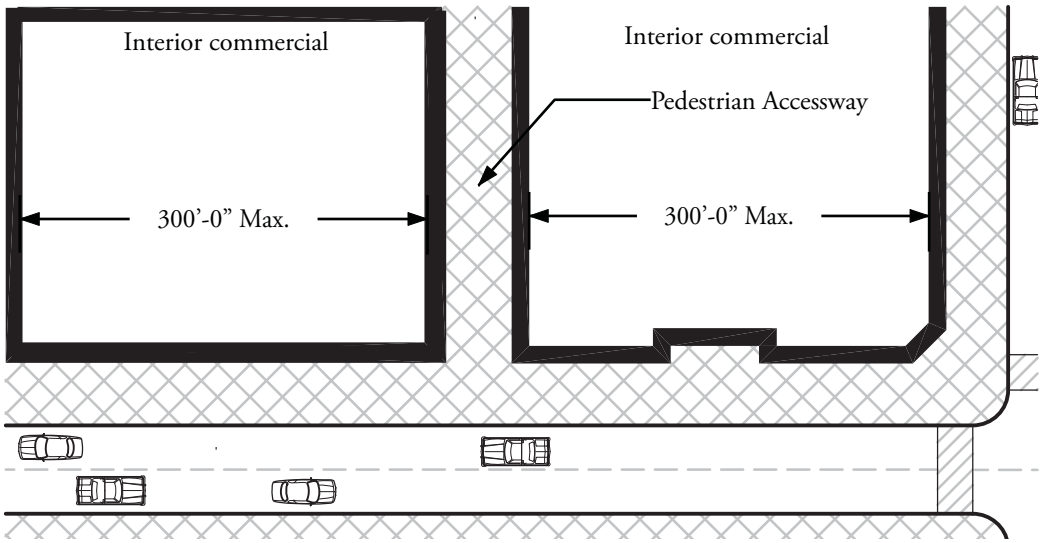


Figure 1.1.9
Interior commercial building lengths shall not exceed three-hundred (300) linear feet without a physical break or pedestrian accessway from parking behind.

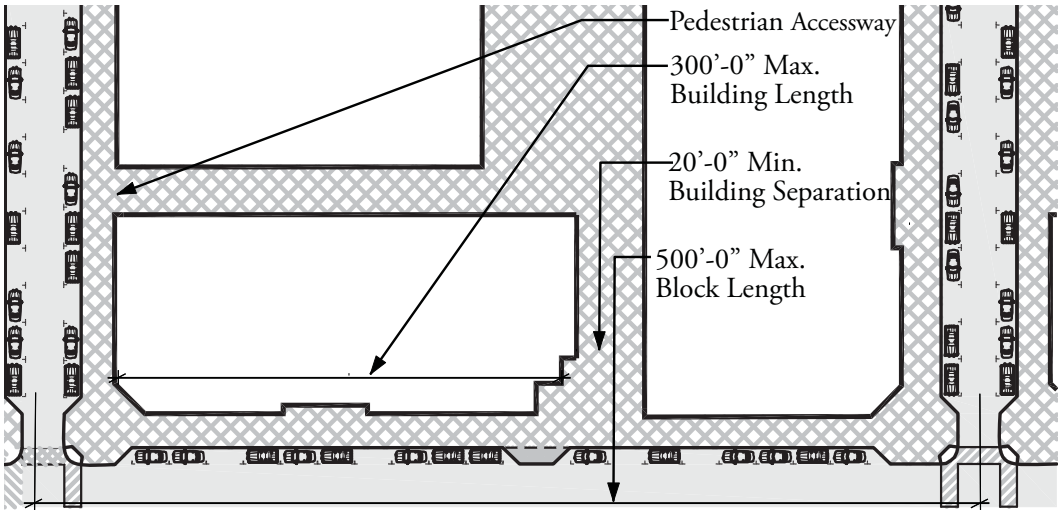


Figure 1.1.10
For projects that have internal blocks, the maximum internal block length shall not exceed five-hundred (500) linear feet.

1.1.11 If buildings are designed for multi-tenant leasing, no one (1) tenant shall have overall visual mass or scale priority in relation to the entire structure. "Big Box" stores shall be articulated at a smaller pedestrian scale to disguise their mass.

1.1.12 All "Big Box" structures (i.e. department stores, theatres, home improvement stores, wholesale club stores, etc.) shall have façades that are designed to minimize the mass structure appearance of the building either by incorporating liner shops in front of the blank wall zones or providing architectural façade treatments that match the surrounding "urban" buildings. In all cases, usable pedestrian green spaces and/or plazas shall be incorporated to assist in providing pedestrian scale and integrating the mass structure into the urban pattern (see Figure 1.1.12).

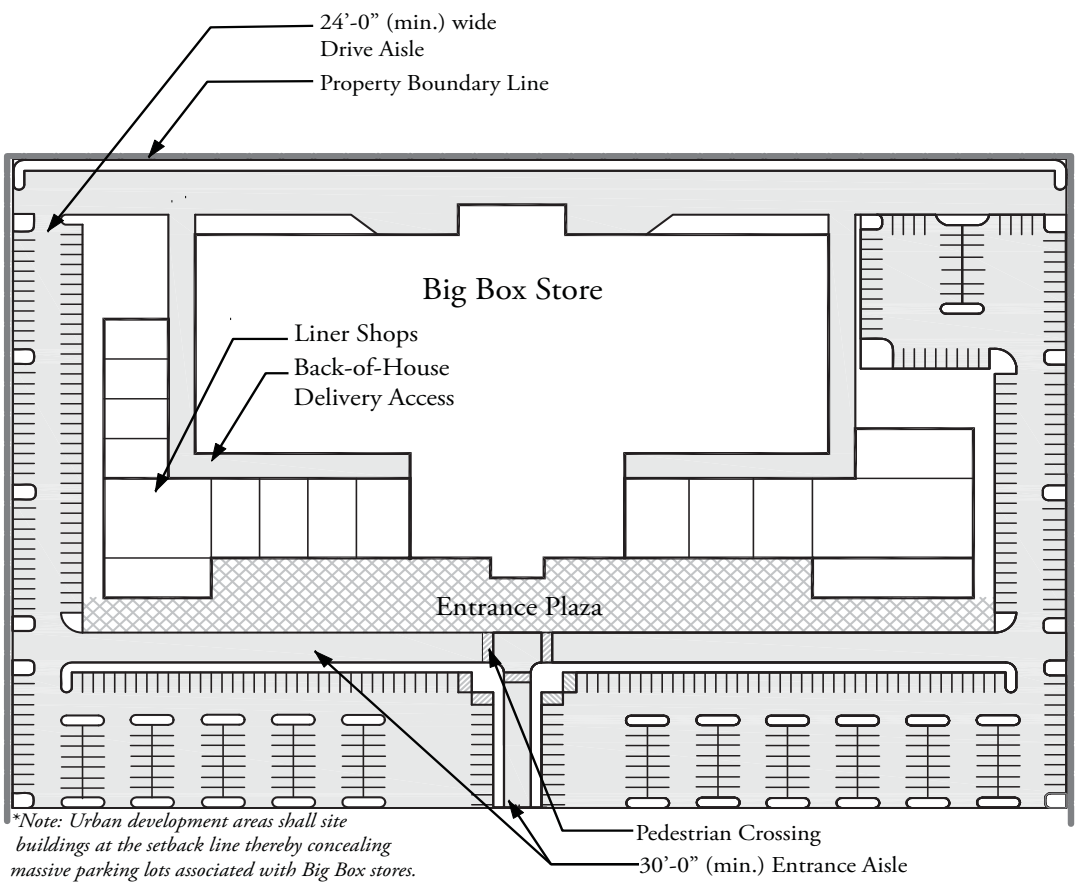


Figure 1.1.12
All "Big Box" commercial buildings shall incorporate pedestrian scale features.

1.1.13 Corner buildings at primary project entrances or high traffic internal nodes, whether free-standing or developed as part of a block, should be designed to visually accentuate the vehicular and pedestrian experience. These elements should be designed to support the overall architectural character and theme of the project and is not intended to be developed as signage or to promote iconic architectural elements that are retail owner specific (see Photo Exhibits 1.1.13a and 1.1.13b).

1.1.14 Buildings that are developed at roadway intersection corners shall be designed to address the intersection whether or not pedestrian access is provided from the exterior roadway frontage (see Photo Exhibits 1.1.14a and 1.1.14b).

"*Permitted*"

Photo Exhibit 1.1.13a

"Permitted"

Photo Exhibit 1.1.14a

"Not Permitted"

Photo Exhibit 1.1.13b

"Not Permitted"

Photo Exhibit 1.1.14b

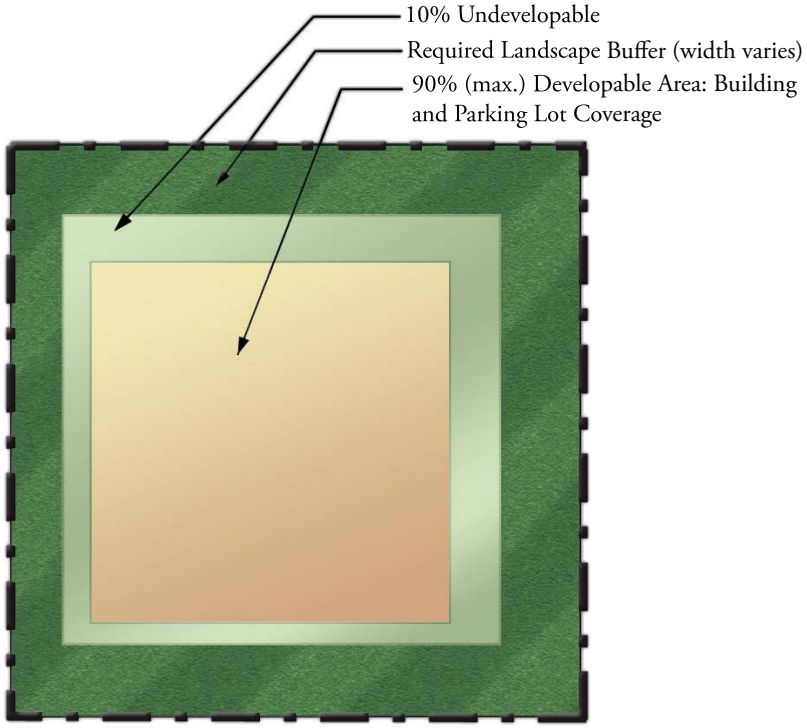
1.1.15 Building Coverage and Permissible Floor Area Ratios

The urban development site presents an opportunity to create a development pattern that allows for higher density design through better site organization of both buildings and public spaces. The density of each project must take into account the surrounding site context as well as economic feasibility. The following design guidelines provide for both minimum and maximum standards.

1.1.15a The maximum building and parking coverage of any site shall not exceed ninety percent (90%) of the site or internal block area, excluding all required landscape buffer areas (see Figure 1.1.15a).

1.1.15b The maximum permissible floor area ratio ("FAR") for any free-standing independent parcel not developed as part of a mixed-use development site shall not exceed 2.7 FAR, whereby all parking structure floors are to be calculated within the floor area calculation.

1.1.15c The total maximum permissible floor area ratio for any mixed-use multi-tenant building development site shall not exceed 5.0 FAR, whereby all parking structure floors are to be calculated within the floor area ratio calculation.



Note: The calculation of the maximum building and parking garage square footage assumes that all buildings, building foundation planters, associated parking and parking islands can not exceed 90% of the net developable site. Pedestrian plazas and associated streetscape planting areas are excluded to encourage the development of these areas.

Figure 1.1.15a
The maximum building and parking coverage shall be 90%.

1.1.16 Stormwater Retention Design and Placement

Stormwater ponds are all too often designed to purely serve a functional use for a site as opposed to being integrally designed as a site amenity. The following design guidelines are focused on improving the visual quality of stormwater design systems as they relate to overall site design.

1.1.16a Wet stormwater ponds shall be designed as integral visual site amenities to a project. Sufficient pond slopes and maintenance easements shall be provided to prevent the fencing of the proposed ponds. Where absolutely necessary, due to safety concerns, the city staff reserves the right to waive this requirement (see Photo Exhibit 1.1.16a)

Photo Exhibit 1.1.16a
Pond slopes and maintenance easements are preferred to avoid pond fencing.

1.1.16b Stormwater ponds shall be designed to have the appearance of natural water bodies to the largest extent possible. Ponds shall be designed to have curvilinear perimeters and shall not be designed to be square or rectilinear in shape or appearance.

1.1.16c Wet stormwater ponds shall be designed to hold water at a controlled elevation that maintains a consistent aesthetic appearance. Ponds shall not be designed to have radical fluctuations in maintained water level.

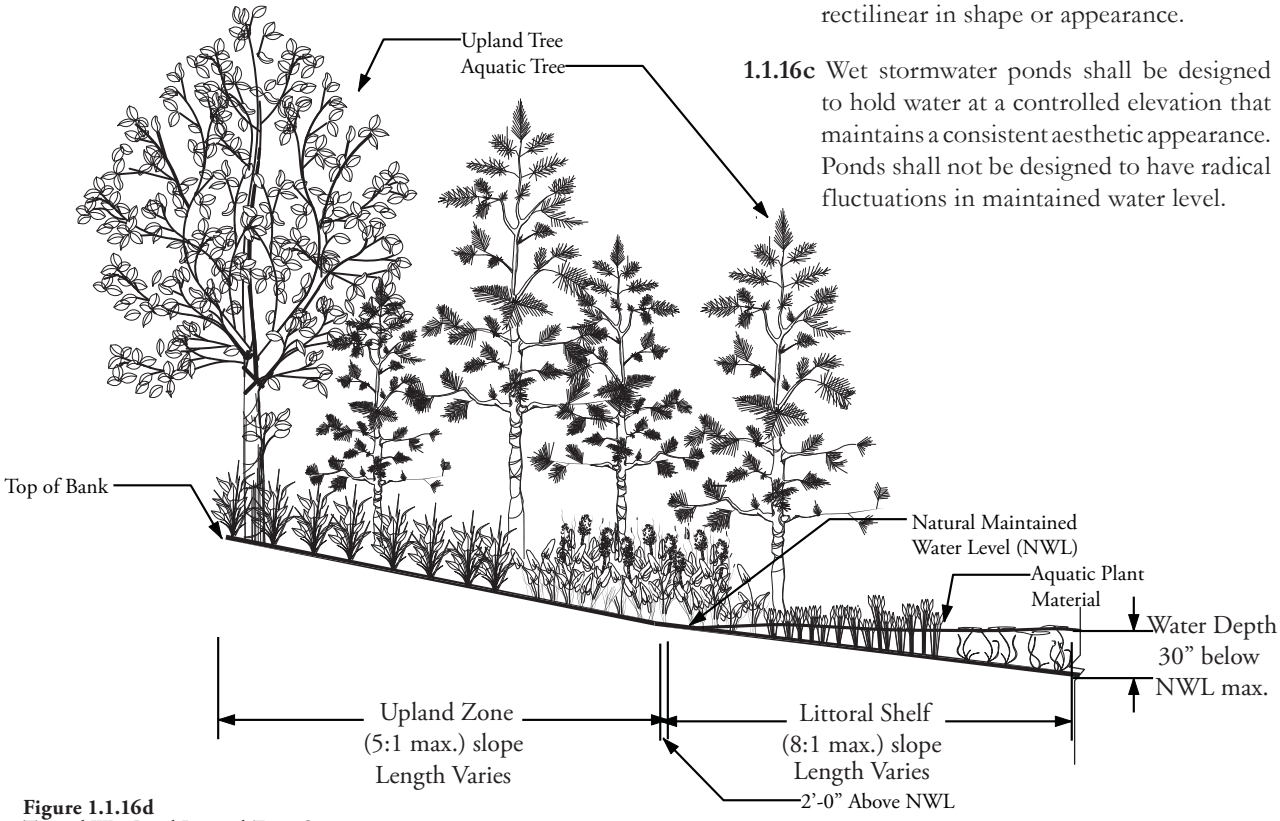


Figure 1.1.16d
Typical Wet Pond Littoral Zone Section

1.1.16d Wet stormwater ponds shall incorporate wetland littoral plantings on a minimum of thirty percent (30%) of the perimeter of the pond edge. A littoral shelf shall be constructed to match the slope elevations, (see Figure 1.1.16d). Littoral planting species shall be selected from the approved list (see Appendix B).

1.1.16e The design of the stormwater pond system should, to the largest extent possible, attempt to create fewer but larger wet stormwater ponds and minimize the development of small "pocket" ponds.

1.1.16f All outparcel or lease parcel stormwater systems shall be designed to be collected and treated as part of the "master" stormwater system for the overall development instead of being stored on-site in small "pocket" ponds or swales.

1.1.16g Stormwater trench ponds, or swales, are not permitted to be located along the perimeter of any property that abuts a public rights-of-way (see Photo Exhibit 1.1.16g).

Photo Exhibit 1.1.16g
Stormwater ponds adjacent to public rights of way are not permitted.

1.1.16h Stormwater ponds shall be designed exclusive of any landscape buffer width. Stormwater maintenance berms shall be located outside of any required landscape buffers. Sufficient maintenance berm width shall be provided to allow for any required pond maintenance without impacting any required landscape buffer (see Photo Exhibit 1.1.16h).

Photo Exhibit 1.1.16h
Stormwater pond maintenance berms shall be designed to not encroach into buffer areas.

1.1.16i Due to the visually aesthetic limitations of dry stormwater ponds, all dry stormwater ponds shall be located away from any project entrance or major pedestrian activity area. In the event that these ponds are within public view, the ponds shall be designed to present an aesthetic physical visual amenity appearance utilizing trees, shrubs, wetland plants and/or other materials. Sufficient pond sizing and volume, both on the pond bank and pond bottom shall accommodate landscape materials.

1.1.16j If the groundwater elevation within a dry pond is seasonally high and prevents sod from being able to establish and grow, an alternative littoral planting design that provides eighty percent (80%) coverage of the bottom of the pond at time of final construction and inspection shall be submitted concurrent with all final landscape construction plans.

1.1.16k Where stormwater collection swales are used with parking areas, it is strongly encouraged that wetland bioswales be incorporated into the design. Bioswales include wetland plant materials that help to filter out heavy metals and other pollutants prior to being ultimately discharged into stormwater ponds.

1.1.16l All stormwater pipes and headwalls entering ponds shall be located, to the greatest extent possible, out of public view. Rip-rap and littoral plantings should be used to mitigate the scouring effect of stormwater discharge into pond systems (see Photo Exhibit 1.16l).

Photo Exhibit 1.1.16l
Stormwater ponds shall be sited out of view when they are not designed to be an amenity, and shall be screened with a littoral edge.

1.1.16m All stormwater out-flow structures shall be located and designed to minimize public view. The inclusion of littoral plantings and wetland trees placed around the structure is strongly encouraged to assist in mitigating the visual appearance of theses structures (see Photo Exhibit 1.1.16.m).

Photo Exhibit 1.1.16m
Stormwater pond equipment shall be screened by vegetation to keep it out of the public view.

Permitted

"Permitted"

This urban development represents an example of the occurrence of a street wall effect when buildings are built to the setback line.

Not Permitted

"Not Permitted"

No retail franchise is permitted to have dominance over adjacent stores through architecture or site design.

"Permitted"

Pedestrian access shall be provided along drive aisles in parking lots.

"Not Permitted"

Pedestrian access shall be provided along roadways, limiting vehicular and pedestrian conflicts.

Permitted

"Permitted"

Vehicular use areas shall be designed with the consideration of views, augmented by landscaping in site design.

"Permitted"

Commercial developments shall incorporate seating areas and plazas that augment the pedestrian environment.

Not Permitted

"Not Permitted"

Buildings shall be sited to disguise or block public views of large areas of parking and other vehicular use areas.

"Not Permitted"

Buildings shall be sited to encourage pedestrian activity with comfortable setbacks and roadway buffers.

Permitted

"Permitted"

Commercial projects shall provide for pedestrian connectivity separate from service areas.

"Permitted"

Foundational planters shall be considered in the site design process as accents and shall contribute to the commercial development's identity.

Not Permitted

"Not Permitted"

Site designs shall clearly identify and separate areas of pedestrian activity and service areas.

"Not Permitted"

Commercial developments shall plan for foundational plantings in the site design process.

SECTION 1: COMMERCIAL DEVELOPMENT

1.2 Commercial Architectural Design Principles and Design Guidelines

Design Principle

Architectural Design is the physical expression and manifestation of the human environment. It reflects who we are as a community and forms opportunities for our social interaction. It is, indeed, the most critical of all of the site design aspects that defines a "sense of place". Commercial design must be considered permanent in nature and a fundamental building block to the visual and physical integrity of our communities. Unless quite deliberately themed, architecture cannot be perceived or accounted for as permanent in nature, and will perpetuate and validate a sense of fleeting quality and lack of public ownership.

Design Goals

- The architecture of a commercial project shall be designed to influence and encourage social interaction while creating a safe, aesthetic and functional environment.
- The design shall focus on both physical and functional permanency in its physical building placement as well as its material structural design.
- The design shall contribute to the quality of the overall community in which it is placed rather than simply striving to "stand out" in the urban fabric.
- The design shall place the highest importance on the quality and comfort of the user experience.
- The design shall not focus simply on creating visual sculpture to serve as an identifier for a project or individual commercial business.
- To the greatest extent possible, the design shall take into account the possible evolutionary rehabilitation of a building to allow for adaptive reuse in the future.

Design Guidelines

The guidelines address the manipulation of form and space of various elements of architectural design. Design elements within this discussion include Floor Area Ratio (FAR), circulation design, the lighting and illumination of the site and the physical organization of the buildings themselves. The placement of buildings on a site is the single strongest element that solidifies the relationships of all other design elements. The design guidelines do not attempt to dictate architectural design or style. Unique and individual building styles must be left to the creativity of the designers to be able to execute final designs. The guidelines do establish a framework for the architectural design process that will provide for a higher level of design quality.

For ease of direction, the following guidelines have been broken down into the following sections:

1.2.1 Architectural Façade Massing

1.2.2 Architectural Façade and Articulation Design

1.2.3 General Architectural Design Standards

1.2.1 Architectural Façade Massing

Architectural Massing can be defined as "the overall composition of the exterior of the major volumes of the building, especially when a structure has major and minor elements". For the purposes of these guidelines, the discussion of the architectural massing will be limited to the proportional size relationships of buildings, access to buildings and the visual expression of the exterior of the buildings only.

1.2.1a The design of commercial architecture must take into account that architecture is viewed three-dimensionally and not as a flat elevation façade from the street side only.

1.2.1b All commercial buildings shall reflect the actual floors within the building through use of window location, façade breaks, façade setbacks, balconies, etc. No multi-story building shall have blank walls facing any public street, neighborhood or other internal commercial areas that can be viewed by the public.

1.2.1c For all multi-story buildings, the building elevations shall clearly reflect a bottom (1st) floor and its representative interior height, a middle ground consisting of all floors above the first floor (complying with Section 1.2.1a) and a visually pronounced building top that consists of a defined cornice at the top of the parapet roof section or at the transition of the sloped roof section (see Figure 1.2.1c).

Figure 1.2.1c
All multi-story buildings shall clearly define a top, middle and bottom zone of each building façade.

1.2.1d The design of new and retrofitted commercial buildings shall take into account the immediate off-site surrounding structures, and provide mass, height and building elevations, so as to create substantially compatible scale with adjacent structures.

1.2.1e The design of new and retrofitted commercial buildings shall take into account all on-site surrounding structures and provide adjustment in mass and height of the proposed buildings and building elevations, so as to not create substantially incompatible scale between adjacent structures.

1.2.1f Building massing shall be designed to address pedestrian scale by reducing the scale and proportion of the visual "monolithic box" through variations in wall heights, façade articulations and varied roof planes and pitches (see Photo Exhibit 1.2.1f).

Photo Exhibit 1.2.1f
Variations in roof planes and façade articulation emphasizes the pedestrian scale.

1.2.2 Architectural Façade and Articulation Design

The design guidelines as listed below are not intended to cause substantial deviation from historically accepted architectural detailing based on certain period architectural styles, and may be waived if true architectural historical precedent can be provided at the time of the master plan submission.

1.2.2a Building façades shall be designed to provide visual interest through detail and ornamentation that is viewed at both the immediate pedestrian level as well as from a distance. Building façades shall provide vertical expression of architectural or structural bays through a change in plane that shall be at a minimum of eighteen inches (18") in width for single story structures and a minimum of twenty four inches (24") in width for all structures exceeding two (2) stories. Plane changes can be accomplished through the use of reveals, projecting ribs and/or offsets in the building façade. Vertical plane changes must be provided at intervals of no more than forty feet (40'-0") feet on center, and must be designed in proportional scale to the vertical height and horizontal model of the building. These elements should be designed to interrupt continuous façades and create rhythmic patterning that is reflective of the structural design of the building. These elements are to be integral parts of the building structure, and are not permitted to be constructed of superficially applied trim, EFIS or similar materials, graphics, veneered or painted. All materials shall be constructed of durable permanent construction materials (see Figure 1.2.2a).

1.2.2b All ground floor façades that face a public street or internal private streets that are designed in an urban village center layout, shall have arcades, display windows, entry areas, awnings or other such features along a minimum of sixty percent (60%) of the horizontal length of the façade.

1.2.2.c All parapets and roof planes that conceal flat roofs must extend around all sides of a building that is visible from any public street, internal public drive, abutting adjacent commercial office buildings, retails stores or residential areas. The height of the wall shall fully screen all HVAC roof mounted equipment. The total height of the

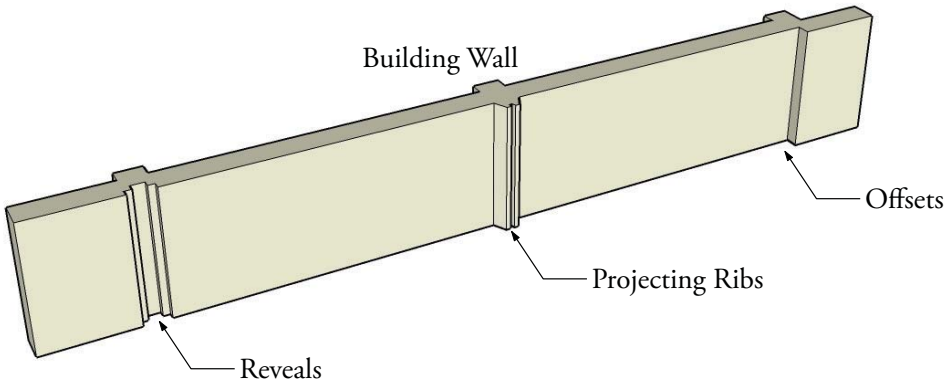


Figure 1.2.2a
Expression of Architectural or Structural Bays.

parapet wall may not exceed fifteen percent (15%) of the height of the supporting wall structure, and at no time, may exceed one-third (1/3) of the height of the supporting wall (see Figure 1.2.2c). The parapet must be designed as an integral part if the façade by providing visual relief, decorative cornice trim molding or other historically correct elements. The parapet wall section may not be used to convey identity of a particular commercial branded business through corporate color, materials or logo identification.

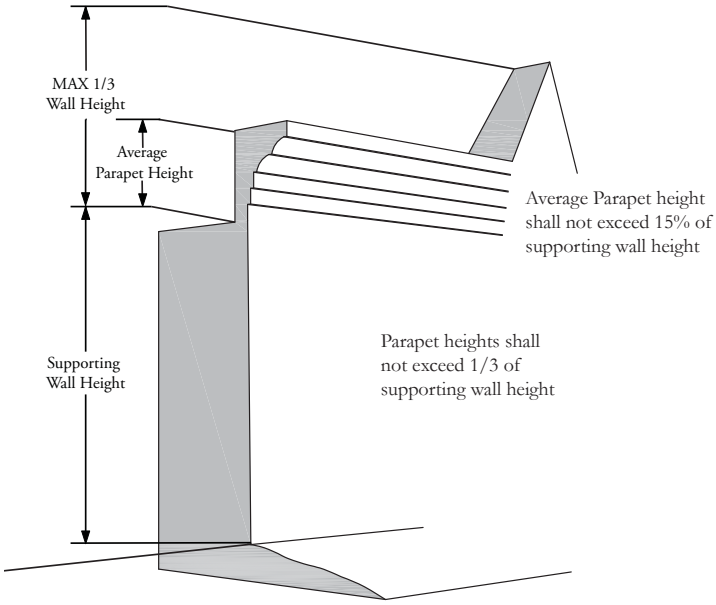


Figure 1.2.2c
Parapet Heights.

1.2.2d All local retail stores and commercial businesses that face a public street, or internal private streets that are designed in a urban village center layout, shall have transparent windows for at least fifty percent (50%) of the commercial business frontage.

1.2.2e All building façade windows shall be recessed a minimum of two inches (2") from the façade wall face and provide a visually prominent sill made of cast stone, brick or some other durable permanent material (see Photo Exhibit 1.2.2e).

Photo Exhibit 1.2.2e
Building façade windows shall be recessed at least 2" from the façade face.

1.2.2f Building façade fenestration and roof planes shall be designed to fully wrap and continue the visual line to the architecture on all sides of the building that can be viewed by the general public. If a façade is not visible to public view, either presently or potentially in the future, detailed fenestration of the building façade is not required but is encouraged.

1.2.2g Commercial storefront facades may only have up to twenty-five percent (25%) of any frontage in ground to ceiling tempered glass windows. The balance of all storefront windows shall be recessed a minimum of two inches (0'-2") from the façade wall face and provide a visually prominent sill made of cast stone, brick or some other durable permanent material.

1.2.2h Where architecturally and historically appropriate, windows should be designed to have shutters, window surrounds or casings, or window headers.

1.2.2i All doors shall be recessed in the façade elevation to provide an identifiable entry point for each customer entry. All doors shall be architecturally and historically compatible to the period or style of the primary building architecture for which it is providing entrance. The use of decorative door surrounds is strongly encouraged.

Photo Exhibit 1.2.2i
Building façades shall have decorative door surrounds at the primary building entrance.

1.2.2j Buildings shall be designed and constructed of materials that ensure the sustained longevity of the structure. The following construction methods are strongly discouraged due to their poor long-term sustainability, both in function and maintenance: fabricated foam ornamentation, caps, cornice moldings, etc. Poor installation methods that are common to industry practice inherently lead to water containment behind the applied material, which eventually causes moisture build-up and deterioration of adjacent materials (i.e. stucco, brick, paints, wood veneers and non-treated wood products).

1.2.2j(1) Exterior built-up veneer façades constructed of plywood or plywood-like materials that are surface-covered by only stucco or plaster shall not be permitted. This form of construction is highly susceptible to rot and deterioration due to poor sealing of materials and moisture build-up in the layers.

1.2.2j(2) Use of interior grade non-treated materials in exterior application construction shall not be permitted. All materials proposed for exterior construction shall be treated and rated for exterior construction.

1.2.2j(3) No structural or ornamentation elements that come in contact with the natural ground or finish grade of a paved surface shall be constructed of plywood or strand-board composite materials. All such elements shall be constructed of permanent, structurally sound materials that ensure the longevity of the architectural element. Proper moisture barriers and sealants shall be required where architectural elements are exposed to rain, drainage patterns or irrigation water sources.

1.2.2k Use of roll-up doors is prohibited on any commercial service (i.e. vehicle repair/service venue), commercial office or retail stores that face a public street or internal private streets that are designed in an urban village center layout.

1.2.2l The use of tempered glass doors in a building façade must be used in conjunction with a decorative door surround that lends prominence to the entrance to prevent blending into the storefront glass façade.

1.2.2m No building façade, window, or door shall be constructed of any material that may cause visual glare or reflection of light back onto any public roadway or internal access drive.

1.2.2n Due to the physical nature of structural glass, its use may be considered depending on the architectural design of the building and its visual appropriateness in context to other surrounding buildings within the development.

1.2.2o All commercial buildings shall have clearly defined and visible customer entrances featuring no less than three of the following:

- Canopies or Porticos
- Arcades
- Raised cornice parapets over the doorways
- Peaked roof forms
- Arches
- Display windows

1.2.2p The design of open trussed structures and space frames as part of a primary building façade, building entry or arcade is not desired due to difficulty of maintenance and their ability to harbor nesting of birds and other animals.

1.2.2q Exterior skins of buildings shall not be designed as temporary or sacrificial elements capable of façade conversion based on market architectural trend design, but constructed of permanent materials that reinforce the concept of permanency.

1.2.2r The orientation, site placement, primary entry locations, pedestrian accessways and physical building architecture shall take into account and address the physical needs of the pedestrian in the design of all exterior elements, scale and coverage with respect to providing protection from the intense solar exposure and substantial seasonal rains.

1.2.2s Building architecture shall be designed to provide clear physical orientation and visual queuing to guide and direct users to primary entrances (see Photo Exhibit 1.2.2s).

Photo Exhibit 1.2.2s
The architectural façade shall be designed to visually orient pedestrians toward building entrances.

1.2.2t The design of the architectural façades and roof planes shall not be designed as a physical background for signage (see Photo Exhibit 1.2.2t).

"Not Permitted"

Photo Exhibit 1.2.2t
The architectural façade shall not be designed as a continuation of the sign.

1.2.3 General Architectural Design Standards

1.2.3a Buildings shall be constructed of materials that minimize exterior maintenance and operating costs.

1.2.3b The design of all buildings shall take into account the future re-adaptability of other uses and shall not be designed for one (1) sole use.

1.2.3c Building floor heights, mechanical equipment heights and fire protection methods shall be designed to allow for conversion to other uses (i.e. office to retail, office to residential, etc.) based on market demand and/or phased conversions.

1.2.3d Consideration shall be made in the design of the working structural grid of a structure to allow for future adaptive reuse and building-use conversions.

1.2.3e For all commercial structures that face any public rights-of-way or are the primary front façade of a structure, all roof drainage structures (i.e. drainpipes, downspouts, scupper drains, gutters, etc.) shall be designed to be internal to the structure and not physically hung, mounted or directly drained onto any surface along that frontage. All roof drainage associated with this façade area must be physically interconnected to the stormwater system via underground connection only. For secondary façades, exterior roof drainage systems are permitted, but not encouraged. No direct surface drainage shall be permitted where pedestrian walkways are provided. Exterior roof drainage systems that are not visible from any public rights-of-way or pedestrian view are permitted to drain directly onto grassed areas or paved vehicular surface areas. Ground areas drains shall be required to collect and direct water to the master stormwater collection system of for the project.

1.2.3f All buildings shall be designed to completely conceal all mechanical HVAC equipment, pump structures, cooling towers, cable/dish structures or any other mechanical equipment. If any such equipment is located on a roof, the roof structure shall be designed to be tall enough to completely conceal the equipment. If such equipment is capable of being viewed from above, either by on-site or off-site viewers, the equipment shall be surrounded and covered to mitigate the view.

1.2.3g The application of "Green Design" standards in construction as well as the use of recycled materials in the physical construction of new buildings is strongly encouraged.

1.2.3h Buildings shall be designed to express their primary uses (retail, residential, office, etc.) with respect to scale of façade elements, building façade articulation and step-backs, window and door placements and organization of pedestrian access points (see Photo Exhibit 1.2.3h).

Photo Exhibit 1.2.3h
The architectural façade shall be designed with respect to the interior space, size and function.

1.2.3i Mixed-use buildings shall be designed to express the individual uses internal to the building (see Photo Exhibit 1.2.3i).

"Not Permitted"

Photo Exhibit 1.2.3i
The architectural façade seen above clearly defines the retail portion of the building through architectural embellishments such as awnings. The upper floors are residential and defined through architectural and color differences.

Photo Exhibit 1.2.3j

Building height measured from finished floor to roof line shall be 66'-0" max. for any single use commercial building.

1.2.3j The maximum building height for any free-standing single-use building shall not exceed four (4) stories and, in all cases, shall not exceed sixty-six feet (66'-0") in vertical height, as measured from the established finish floor grade (see Photo Exhibit 1.2.3j).

1.2.3k The maximum building height for any mixed-use development building approved as part of an overall planned mixed-use development shall not exceed seven (7) stories and, in all cases, shall not exceed one hundred and two feet (102'-0") in vertical height, as measured from the established finish floor grade (see Photo Exhibit 1.2.3k).

Photo Exhibit 1.2.3k

Building height measured from finished floor to roof line shall be 102'-0" max. for any multi-use commercial building.

Permitted

"Permitted"

Architecture shall emphasize and support the pedestrian environment with amenities awnings and a clear pedestrian zone.

Not Permitted

"Not Permitted"

Architecture that does not support pedestrian environments with appropriately scaled architecture shall not be permitted.

"Permitted"

Architecture that is at least 40% transparent on the pedestrian level shall be permitted.

"Not Permitted"

Architecture that does not have a certain level of transparency shall not be permitted.

Permitted

"Permitted"

Architectural mass and scale shall be considered with building sites taken into consideration. For example, corner architecture shall have a greater mass and scale.

Not Permitted

"Not Permitted"

Building that have no change in architectural mass, scale or fenestration create monotony and shall not be permitted.

"Permitted"

Architecture that reflect a pedestrian style or identity shall be permitted.

"Not Permitted"

Architecture that does not reflect a pedestrian style or identity shall not be permitted.

SECTION 1: COMMERCIAL DEVELOPMENT

1.3 Pedestrian Environments

Design Principle

The quality of the pedestrian environment often defines the overall success of a commercial project. Attention to the development of this environment shall be at the forefront of the design for every project.

Design Goals

- To encourage the development of quality pedestrian-oriented spaces that are integrated into the functional activity areas of a project.
- To encourage personal interaction through spatial design that jointly supports retail opportunity.
- To provide safe pedestrian access and movement through a project site by means of logical and aesthetically congruent pedestrian routes.
- To create visually interesting spaces through creative design solutions that integrate vegetation into the pedestrian environment.
- To build greater value into projects through comfortable pedestrian environments.
- To increase the perceived value of a site by facilitating a more positive pedestrian experience.

Design Guidelines

1.3.1 Pedestrian interconnections shall be provided between adjacent land uses where it is functionally feasible and maintains the highest level of pedestrian safety.

1.3.2 Pedestrian walkways through parking areas to the front of the primary building façade shall be provided within a landscaped median (see Photo Exhibit 1.3.2).

Photo Exhibit 1.3.2
Pedestrian walkways located in landscaped medians provide a safer route and accentuate the pedestrian experience.

1.3.3 The use of architectural design elements, such as canopies, awnings, umbrellas, site furniture, pedestrian scale lighting, water and fountain features, decorative paving, colored paving, building placement and façade articulation are all elements that are encouraged to help build the pedestrian environment and create a "sense of place" for each individual project and, in many cases, are a specific node within a project (see Photo Exhibit 1.3.3).

Photo Exhibit 1.3.3
The implementation of pedestrian courtyards and plazas creates a human scale environment and fosters public gatherings and interaction.

Photo Exhibit 1.3.4
Pedestrian plazas with interconnecting campus-style building layouts provide for better pedestrian environments and visually tie buildings together.

1.3.4 Plaza Interconnections

The use of pedestrian plaza spaces to interconnect various pedestrian routes within a commercial project is strongly encouraged. Pedestrian spaces should be designed as multi-functional use spaces that encourage social gathering and interaction. Considerations should be made to incorporate adequate pedestrian seating, landscape and shade cover as well as special visual focal elements within the spaces (see Photo Exhibit 1.3.4).

1.3.5 For exterior pedestrian zones that are uncovered, the following guidelines shall apply:

1.3.5a Uncovered Storefront Pedestrian Zone: Curbed, No Adjacent Parking

A minimum building setback of twelve feet (12'-0") from back of curb shall be provided, whereby at least an eight-foot (8'-0") wide pedestrian walkway shall be constructed. The remaining four feet (4'-0") shall be utilized for the installation of landscape either in planter rows or individual tree planters (see Figure 1.3.5a).

Figure 1.3.5a
Uncovered Storefront Pedestrian Zone: Curbed, No Adjacent Parking

1.3.5b Uncovered Storefront Pedestrian Zone: Curbed, Adjacent Parallel Parking

A minimum building setback of fifteen feet (15'-0") from back of curb shall be provided, whereby at least an eight-foot (8'-0") wide pedestrian walkway shall be constructed. The remaining width shall be comprised of a four-foot (4'-0") minimum landscape zone which shall be utilized for the installation of landscape areas either in planter rows or individual tree planters. Additionally, a minimum two-foot (2'-0") wide pedestrian "stepout" zone shall be provided. It is at the discretion of the designer as to how the balance of the remaining setback dimensional width shall be applied (see Figure 1.3.5b).

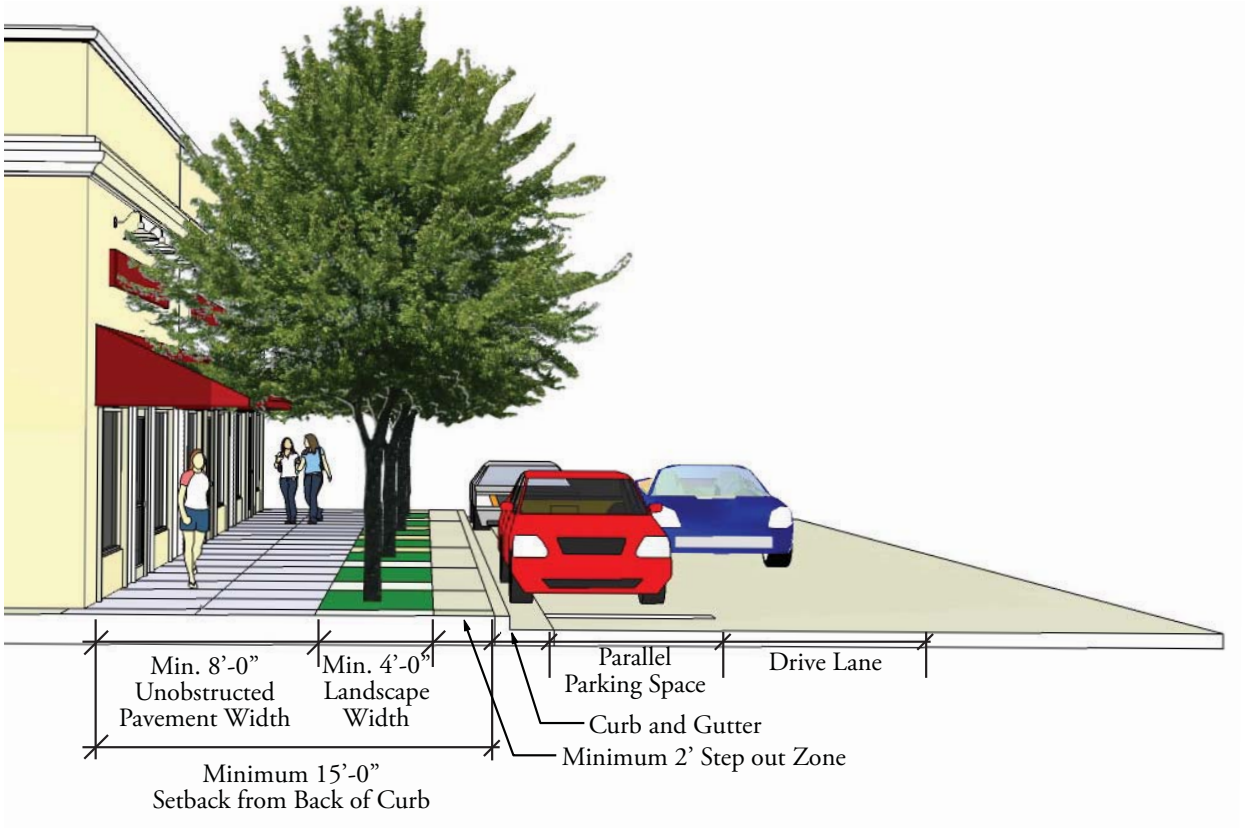


Figure 1.3.5b
Uncovered Storefront Pedestrian Zone: Curbed, Adjacent Parallel Parking

1.3.5c Uncovered Storefront Pedestrian Zone: Curbed, Adjacent Overhang Parking

A minimum building setback of eighteen feet (18'-0") from back of curb shall be provided, whereby a minimum eight-foot (8'-0") wide pedestrian walkway is constructed. The remaining width shall be comprised of a four-foot (4'-0") landscape zone which can be utilized for the installation of landscape either in planter rows or individual tree planters. A minimum two-foot (2'-0") wide pedestrian "stepout" zone shall be provided in addition to a minimum two-foot (2'-0") car parking overhang. It is at the discretion of the designer as to how the balance of the remaining setback dimensional width shall be applied (see Figure 1.3.5c).

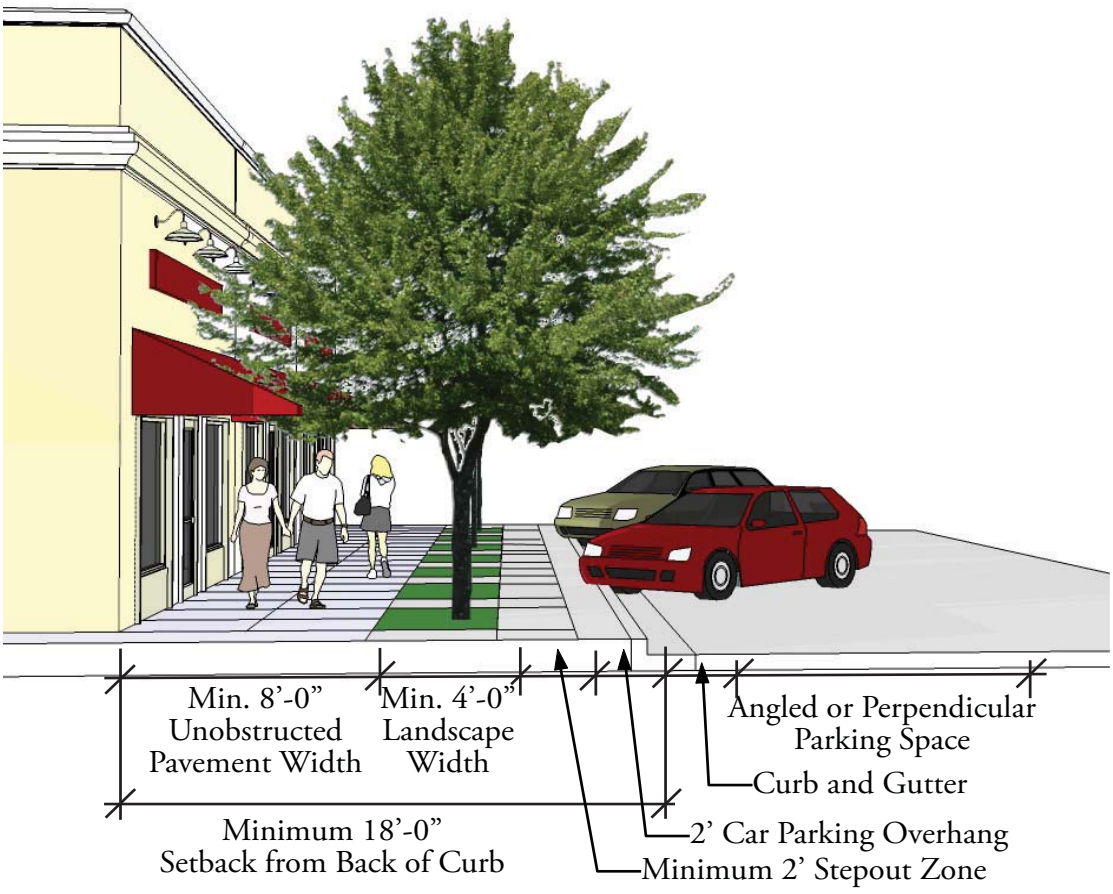


Figure 1.3.5c
Uncovered Storefront Pedestrian Zone: Curbed, Adjacent Overhang Parking

1.3.5d Uncovered Storefront Pedestrian Zone: Curbed, Outdoor Dining and Adjacent Overhang Parking

A minimum building setback of twenty four feet (24'-0") from back of curb shall be provided, whereby a minimum eight-foot (8'-0") wide exterior dining area zone shall be provided, and a minimum six-foot (6'-0") wide pedestrian "by-pass" walkway is constructed. The remaining width shall be comprised of a four-foot (4'-0") landscape zone which shall be utilized for the installation of landscape either in planter rows or individual tree planters. A minimum two-foot (2'-0") wide pedestrian "stepout" zone shall be provided in addition to a minimum two-foot (2'-0") car parking overhang. It is at the discretion of the designer as to how the balance of the remaining setback dimensional width shall be applied (see Figure 1.3.5d).

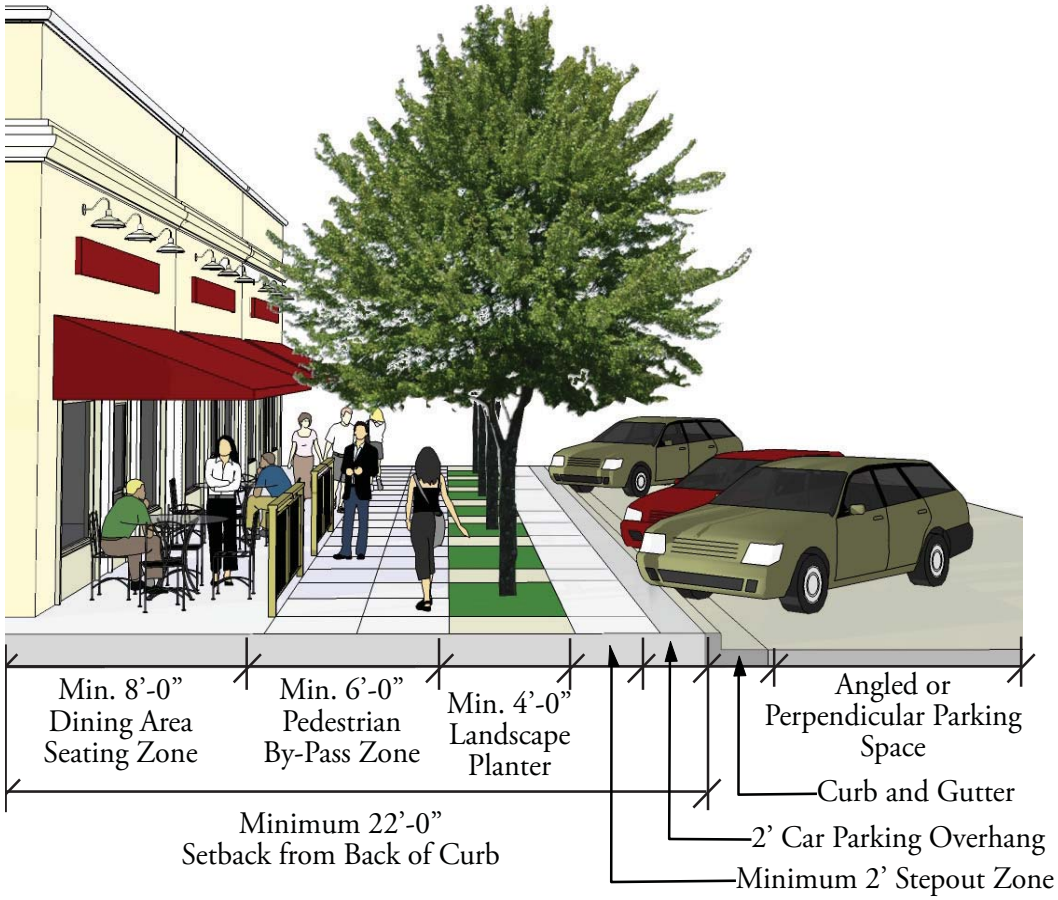


Figure 1.3.5d
Uncovered Storefront Pedestrian Zone: Curbed, Outdoor Dining and Adjacent Overhang Parking

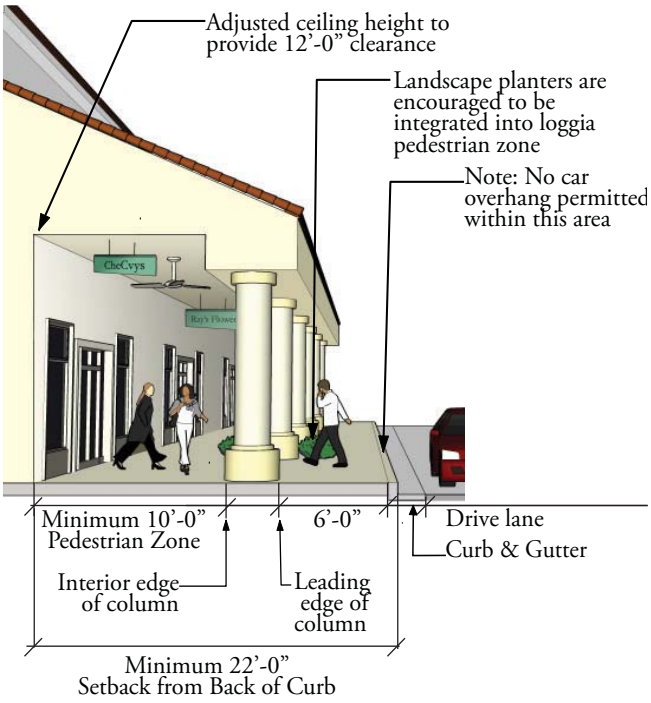


Figure 1.3.6a
Covered pedestrian walkways shall have 12'-0" of clear head room.

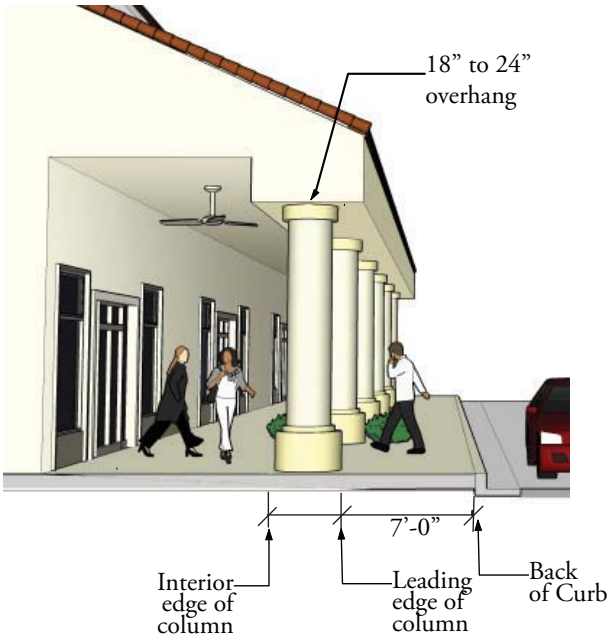


Figure 1.3.6b
Illustration of 7'-0" setback condition.

1.3.6 If covered loggias are proposed, the minimum width from the face of the primary building façade to the interior edge of the canopy column shall be ten feet (10'-0") (see Figure 1.3.6a).

1.3.6a The minimum interior ceiling heights within covered loggias shall be no less than twelve feet (12'-0"). If internal lighting or other fixtures, such as fans, are to be suspended from the loggia ceiling, the interior height is to be adjusted to provide a minimum of twelve feet (12'-0") clearance (see Figure 1.3.6a).

1.3.6b A covered loggia shall have a minimum setback of six feet (6'-0") from the back of curb, as measured to the leading edge of the support column. If the overhang of the loggia exceeds eighteen inches (0'-18") but not more than twenty-four inches (0'-24") from the outside face of the column, then the setback shall be expanded to seven feet (7'-0") (see Figure 1.3.6b).

1.3.7 All proposed site designs shall be engineered to give precedence to pedestrians over vehicles at all times.

1.3.8 To further reinforce the pedestrian scale in commercial projects, ground plane plantings and understory trees shall be included in the design of pedestrian environments. Landscaping shall be used to provide visual scale to the architecture and reinforce pedestrian scale.

1.3.9 All projects shall incorporate pedestrian site furnishings to help build the visual and physical pedestrian streetscape environment. Site furnishings shall be selected to support the architectural theme of the project and be of one consistent color and manufacturer model. Mixing of site furnishings is strongly discouraged, unless to facilitate the seating for restaurants or outdoor cafes.

1.3.10 All site furnishings shall be constructed of durable permanent material, excluding plastic. Wood site furniture shall be discouraged due to maintenance requirements; however, this is discretionary based on the individual project theme and maintenance program.

1.3.11 Site furnishings shall not to be used for advertising in any form, either by direct or indirect mounting of signs or dramatically bright paint patterns or colors.

1.3.12 Site furnishings shall be of a subdued color palette to allow the site furnishings to blend into the overall appearance of the project.

1.3.13 The use of trellises, pergolas, public art, fountains or water feature elements within the pedestrian zones of a project is strongly encouraged to provide pedestrian scale and visual interest. All such structures shall be designed to reinforce the overall architectural theme of the project. At no time shall these site elements be used for outdoor advertising in any way.

1.3.14 The defined pedestrian route shall be kept free of all permanent signage, site furnishing or other physical obstructions. All site furnishing shall be placed within a four-foot (4'-0") wide landscape planter zone.

1.3.15 All pedestrian crosswalks and traffic calming devices shall be clearly defined by unique paving materials (see Photo Exhibit 1.3.15).

Photo Exhibit 1.3.15
Pedestrian crosswalks shall be indicated by unique paving materials.

1.3.16 Pavement within pedestrian routes shall be designed to accentuate the pedestrian experience through use of materials, colors, textures and patterning. Due to the highly reflective nature of concrete, plain white concrete shall be discouraged in areas of high pedestrian traffic and areas that are not protected, either by tree canopy or architectural cover, from solar reflection. Alternative materials such as pavers, colored concrete or stamped concrete are encouraged (see Photo Exhibit 1.3.16).

Photo Exhibit 1.3.16
Pavement design within high traffic pedestrian areas shall be designed to accentuate the pedestrian experience.

1.3.17 Pavement grading within high traffic pedestrian routes shall not exceed a maximum of two percent (2%) in any direction.

1.3.18 Use of pavement area drains is strongly encouraged to provide positive drainage in large pavement areas. Pedestrian-scale area drains shall be integrally designed into the overall pavement theme and patterning (see Photo Exhibit 1.3.18).

"Permitted"

Photo Exhibit 1.3.18
Drains in pedestrian areas shall be either screened or integrated into the design.

1.3.19 All utility meters and switch boxes shall be located inside of screened service yard areas and not visible to public view (see Photo Exhibit 1.3.19).

"Not Permitted"

Photo Exhibit 1.3.19
Utility switch box is not adequately screened from pedestrian view.

1.3.20 Underground utility valve boxes and utility connections shall, under all circumstances, be located away from the direct pedestrian path.

1.3.21 Valves or underground valve boxes shall not be located in landscape areas intended for the planting of trees or shrubs to the extent that the trees and shrubs cannot be installed due to setback restrictions or root encroachment (see Photo Exhibit 1.3.21).

"Not Permitted"

Photo Exhibit 1.3.21
Locating utility boxes in the landscape planter area prevents the installation of plant material.

"Not Permitted"

Photo Exhibit 1.3.23
Ground valves shall not be located at project entrances.

"Not Permitted"

Photo Exhibit 1.3.25
Drains that directly empty onto sidewalks shall not be permitted.

1.3.22 Valves and underground valve boxes may be located in sod areas and shall be coordinated with the final landscape design for the project.

1.3.23 To the extent possible, all above ground valves shall be located away from primary project entrances and primary pedestrian areas (see Photo Exhibit 1.3.23).

1.3.24 All above ground valves shall be grouped, to the extent possible, and fully concealed by means of a vegetative screen, solid masonry enclosure or a combination of both.

1.3.25 In all pedestrian zones, roof drains shall be interconnected to underground stormwater systems by means of underground piping. The use of scupper drains that discharge directly into planters or onto pedestrian pavement areas shall not, under any circumstance, be permitted (see Photo Exhibit 1.3.25).

Urban Streetscape Pedestrian Zone Guidelines

The Pedestrian Zone Guidelines are dictated by several conditions, such as assigned roadway speeds, building setbacks and proposed and permitted on street parking conditions. The following chart establishes the required dimensional relationships required for the urban streetscape (see Table 1.3).

Urban Streetscape Required Dimensions

Roadway Assigned (miles per hour)	**Required Building Setback***	**Required Pedestrian Zone***	**Required planter and street furniture zone** (assumes on street parking)	**Required Recovery Zone**	**Required planter and street furniture zone** (assumes no on street parking)
0-35 mph	15'-0" min.	10'-0" min.	7'-0" min.	Yes, min. 3'-0"	10'-0"
36-45 mph	20'-0" min.	12'-0" min.	10'-0" min.	Yes, min. 3'-0"	13'-0"
46-50 mph	25'-0" min.	12'-0" min.	13-0" min.	Yes, min. 3'-0"	16'-0"
50-55 mph	45'-0" min.	10'-0" min.	n/a	No	35'-0"

Table 1.3
*Note: If exterior dining is proposed or anticipated, an additional four feet (4'-0") shall be added to the building setback dimension.

1.3.26 Urban pedestrian corridors shall be twenty feet (20'-0") wide with a designated clear walking course of ten feet (10'-0") (see Figure 1.3.26).

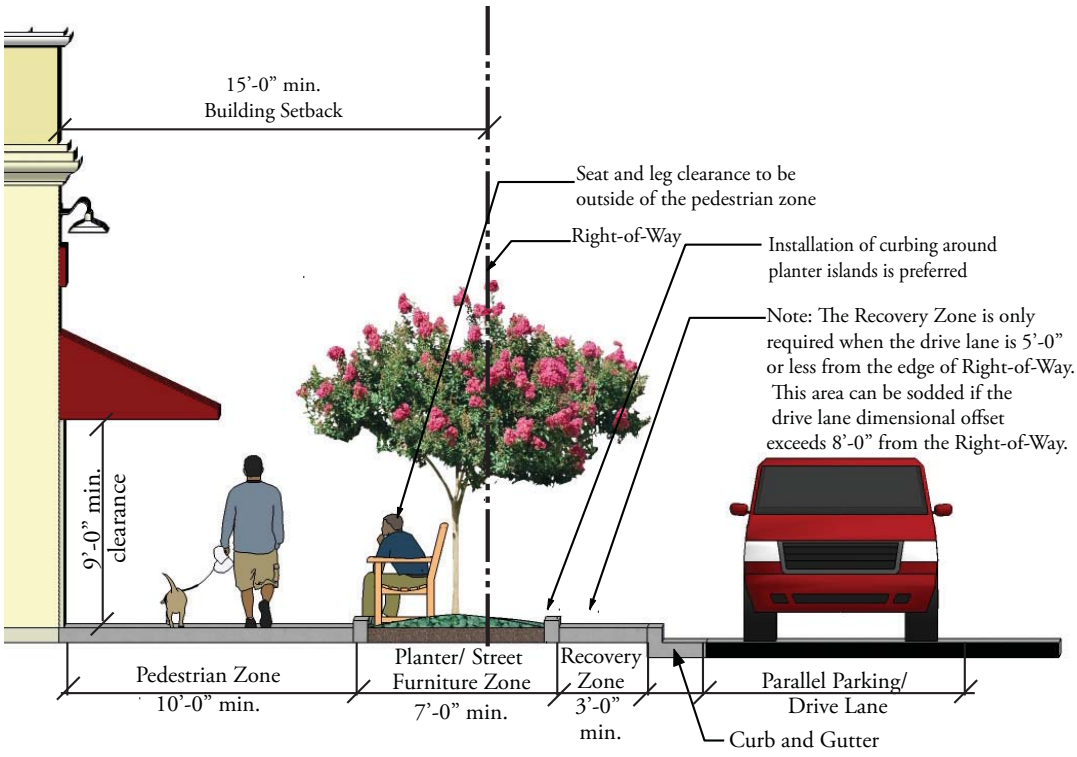


Figure 1.3.26
Urban Pedestrian Streetscape Section

1.3.27 Urban corridors shall incorporate planter strips along the edge of public rights-of-ways. These strips shall be in the form of temporary above grade planters or permanent in ground planters, at least every twenty-five feet (25'-0").

1.3.28 When urban street trees are included in planting designs, the minimum width of planters is increased to ten feet (10'-0").

1.3.29 In the absence of street trees, planters shall be seven feet (7'-0") wide, allowing a three-foot (3'-0") recovery zone (see Appendix), measured from the back of curb (see Figure 1.3.29).

1.3.30 A three-foot (3'-0") recovery zone shall be required in all on-street parking scenarios.

Figure 1.3.29
Urban Pedestrian Streetscape Plan

1.3.31 Urban streetscapes abutting a high speed roadway shall have a required landscape buffer of thirty-two feet (32'-0") (see Figure 1.3.31).

Suburban Streetscape Pedestrian Zones

1.3.32 Pedestrian corridors shall be a minimum of fifteen feet (15'-0") in width overall, incorporating a five-foot (5'-0") sidewalk and ten-foot (10'-0") planters in the public rights-of-way (see Figure 1.3.32).

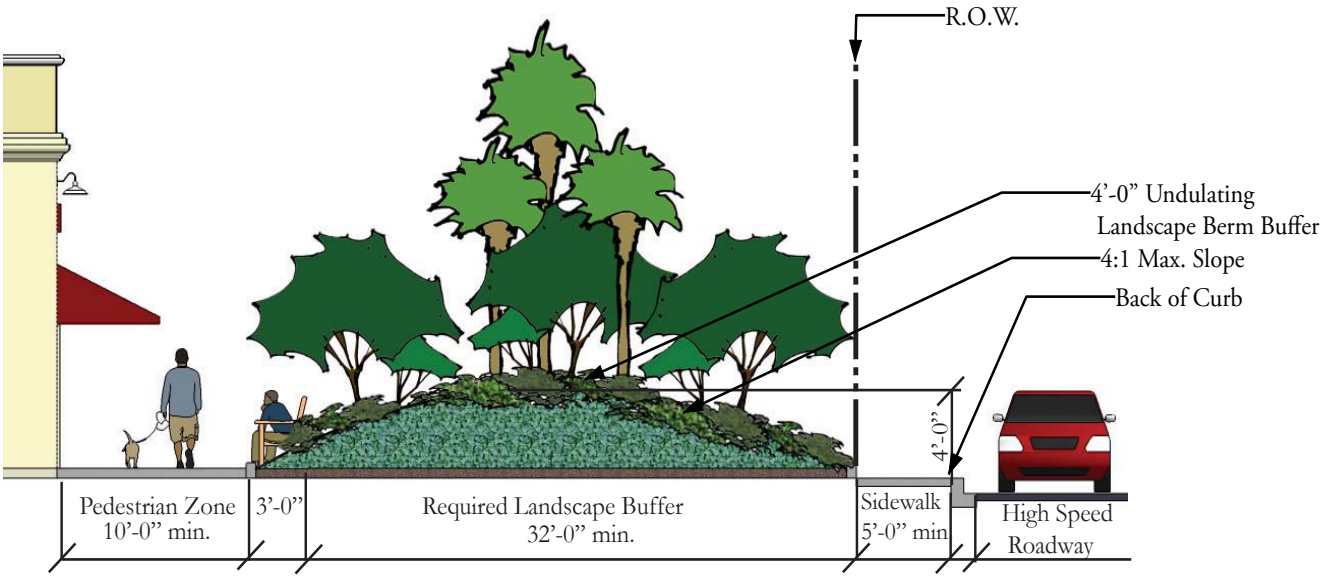


Figure 1.3.31
Urban Pedestrian Streetscape Section abutting a high speed roadway

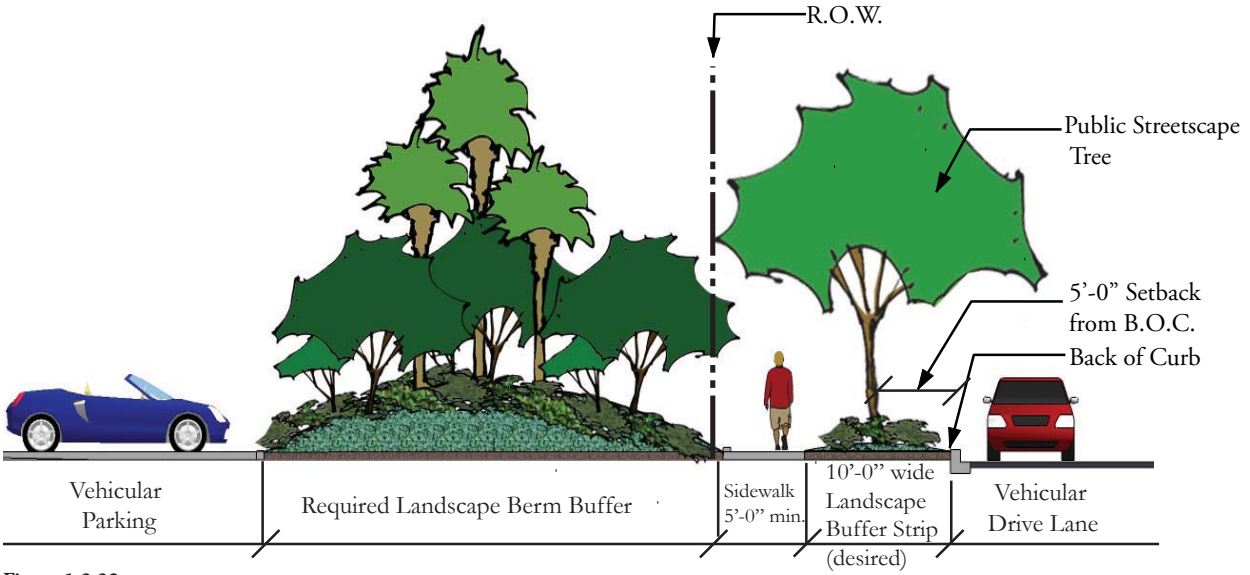
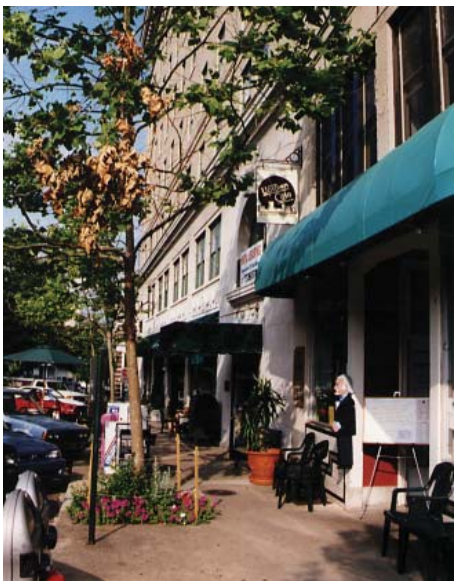


Figure 1.3.32
Suburban Streetscape Pedestrian Zone

Permitted

"Permitted"

Steetscapes designed with a defined physical safety barrier between pedestrian zone and vehicular drive lanes are permitted.



"Permitted"

Commercial building façade with inviting sense of pedestrian scale, site furnishings and landscape.

Not Permitted

"Not Permitted"

Pedestrian routes that force the user to physically "dodge" site furnishing and lighting shall be prohibited.

"Not Permitted"

Pedestrian steetscapes and store front shopping zones that are devoid of street trees and site furnishings shall not be permitted.

Permitted

"Permitted"

Pedestrian interconnectivity provided from public rights-of-way to internal site areas shall be strongly encouraged.

"Permitted"

Pedestrian routes into and through development sites shall incorporate landscaping for visual interest and protection from vehicular drive lanes.

Not Permitted

"Not Permitted"

Pedestrian connections shall be considered with regard to adjacent parcels.

"Not Permitted"

Planter strips shall be used to separate pedestrian and vehicular traffic.

Permitted

"Permitted"

Design of pedestrian environment has incorporated multiple levels of elements to reinforce pedestrian scale and experience, such as seat walls, street trees, building awnings, etc.

"Permitted"

Planters with large trees and low growing vegetation serve to separate pedestrians from expanses of parking, creating a physical safety barrier between vehicles and pedestrian routes.

Not Permitted

"Not Permitted"

Pedestrian path experience to building entry is uninviting and discourages use. Design focuses more on creating visual building mass than the safety and experience of pedestrians.

"Not Permitted"

Pedestrian path and building entry is not well defined. Pedestrian safety and experience has not been adequately addressed.

Permitted

"Permitted"

Covered loggia creates more intimate scale and weather protection for pedestrians.

Not Permitted

"Not Permitted"

Pedestrian route lacks sense of arrival and appears visually harsh since no foundation planting has been provided.

"Permitted"

Streetscape zone incorporates outdoor dining areas while providing for adequate pedestrian sidewalk circulation.

"Not Permitted"

Design completely dismisses pedestrian environment and visual buffering of architecture.

Permitted

"Permitted"

Use of decorative site furnishing to support the overall architectural theme of a project shall be strongly encouraged.

Not Permitted

"Not Permitted"

Random placement, scale and type of news and advertisement bins shall be strictly prohibited. All structures must be incorporated into the overall

"Permitted"

Incorporation of street furniture into projects shall be strongly encouraged and continues to build the human scale into commercial environments.

"Not Permitted"

Use of pedestrian seating, site furnishing or bus shelters that incorporate sales advertisements shall be specifically prohibited.

Permitted

"Permitted"

The use of canopies, awnings, pedestrian scale lighting and building façade landscaping shall be strongly encouraged to reinforce human scale in commercial streetscape environments.

"Permitted"

Use of plaza space to interconnect pedestrian routes within a project shall be strongly encouraged to create areas of social interactivity.

Not Permitted

"Not Permitted"

Landscape elements are out of scale to the architecture and does not address the pedestrian-scale environment.

"Not Permitted"

Pedestrian route design completely dismisses the quality of space and sense of arrival for the pedestrian.

SECTION 1: COMMERCIAL DEVELOPMENT

1.4 Commercial Signage

Design Principle

Commercial signage is an integral part of the urban design fabric of our cities. It is absolutely necessary and shall be deemed as a tool that helps promote the health, safety and welfare of the general public by providing guidance to both the vehicular driver and pedestrian. Due to its visual prominence and effect on the overall character of our cities, signage must be considered on the broader scale of community rather than on an individual site basis. Signage is an integral part of the visual urban streetscape and shall not be designed to visually compete with its surroundings, but rather serve to build on the quality of the traveler's experience.

Design Goals

- To develop an organized hierarchy of signage design types that help identify the location and size standards for individual signs without infringing on the capability of creative design.
- To establish design criteria that promote the overall visual quality of the streetscape environment for the general public while providing reasonable and improved standards for identification of individual properties.
- To improve the overall visual cohesive appearance of each site, with strong consideration that the visual streetscape is often negatively impacted by poorly designed individual sites.
- To develop signage design guidelines that reduce visual clutter along roadway corridors, thereby helping to reduce visual blight conditions.
- To promote public safety by defining visual queuing standards for both vehicles and pedestrians based on standardization of signage location, size and uniformity within the City.
- To promote a "sense of place" for the City of Jacksonville while promoting creative design for individual developments.
- To establish reasonable scale and location criteria with respect to the vehicular and pedestrian viewer.
- To promote signage as an architectural complement rather than being visually and thematically disconnected.

Design Guidelines

The following signage design guidelines are applicable to all commercial and industrial land uses located within the City of Jacksonville. The criteria stated herein are intended for all new signage construction, retrofit signage construction and replacement construction. Non-conforming existing signs are not exempt from meeting the following criteria in the event a replacement or retrofit is needed. Continued non-conformance of existing signage due to restricted site conditions in any redevelopment project will be subject to approval by the Planning and Zoning Department. No existing or new signage is to be constructed without prior approval by the required City permitting departments.

1.4.1 Master Signage Program

All site developments must submit a master signage program concurrent with an application for development plan approval. The master signage program shall include, at a minimum, the following:

- A master site plan showing a location of each of the proposed signage element(s). Dimension and label all required setbacks.
- All existing signage shall be located by means of survey, identified as to type, size and ultimate disposition of the signage element(s) (i.e. retainment, removal or refurbishment to meet current design requirements). Dimension and label all setbacks.
- Provide signage elevations (dimensioned and labeled) indicating proposed text areas, materials, material finishes, colors and identifiable references as to how the signage design relates to the proposed architecture.

- If signage is to be mounted on building façades, provide accurate building elevations that show signage dimension, signage location, text areas, materials, material finishes, colors and identifiable references as to how the signage design relates to the proposed architecture.
- If the applicant is requesting any signage variances from the current guidelines, please indicate the location of the variance, what the variance request is for and specific reason/justification for the variance. *Note: Variance requests based on individual company/vendor signage design standards shall not be considered acceptable.*

1.4.2 Permitted Signage Location and Hierarchy

For the purposes of signage location hierarchy the following permitted signs have been identified by their appropriate "Zone."

Zone A shall be defined as the perimeter zone and shall be a minimum of twenty-five feet (25'-0") in width from all surrounding property lines (see Figure 1.4.2a).

All signage within Zone A shall have a minimum ten-foot (10'-0") setback from all public rights-of-ways. In addition, each sign element shall have a minimum eight-foot (8'-0") setback from all paved surfaces, as measured from back of curb.

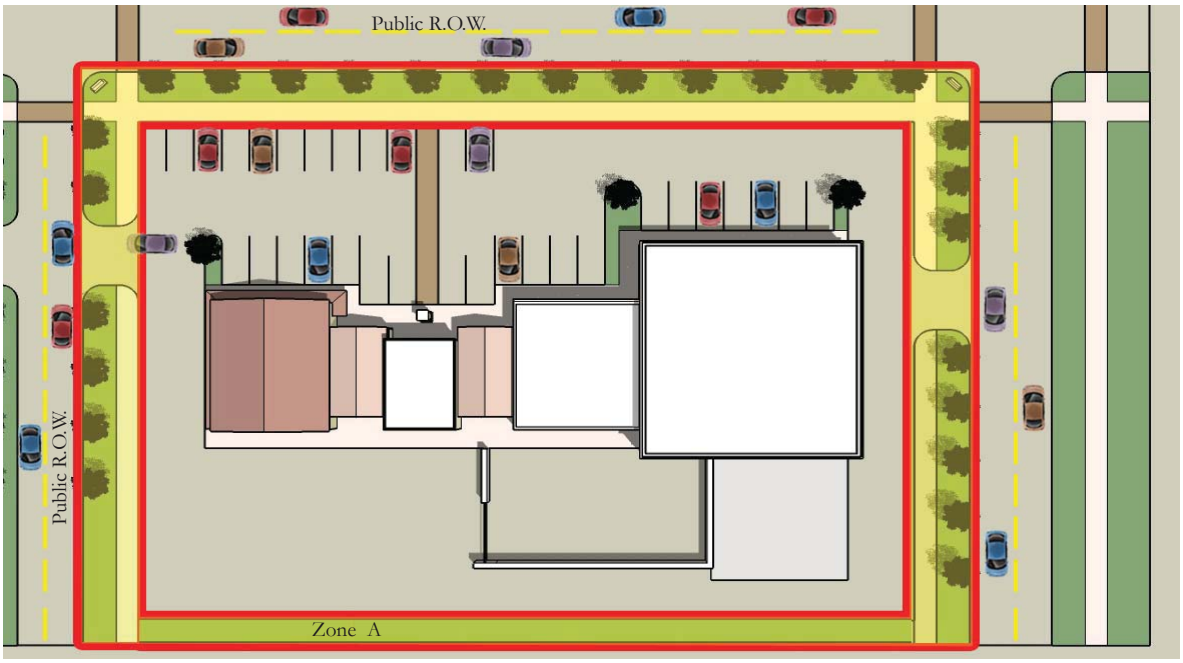


Figure 1.4.2a
Zone A of a typical commercial site perimeter within twenty-five feet (25'-0") of the property line. *(Note: This zone contains all project identification signage.)*

Zone B shall be defined as the parking field zone (see Figure 1.4.2b).

The size of operational and directional signage in this area shall be kept to a minimum. Reducing the size of signs in Zone B will allow for safe and efficient site functioning.

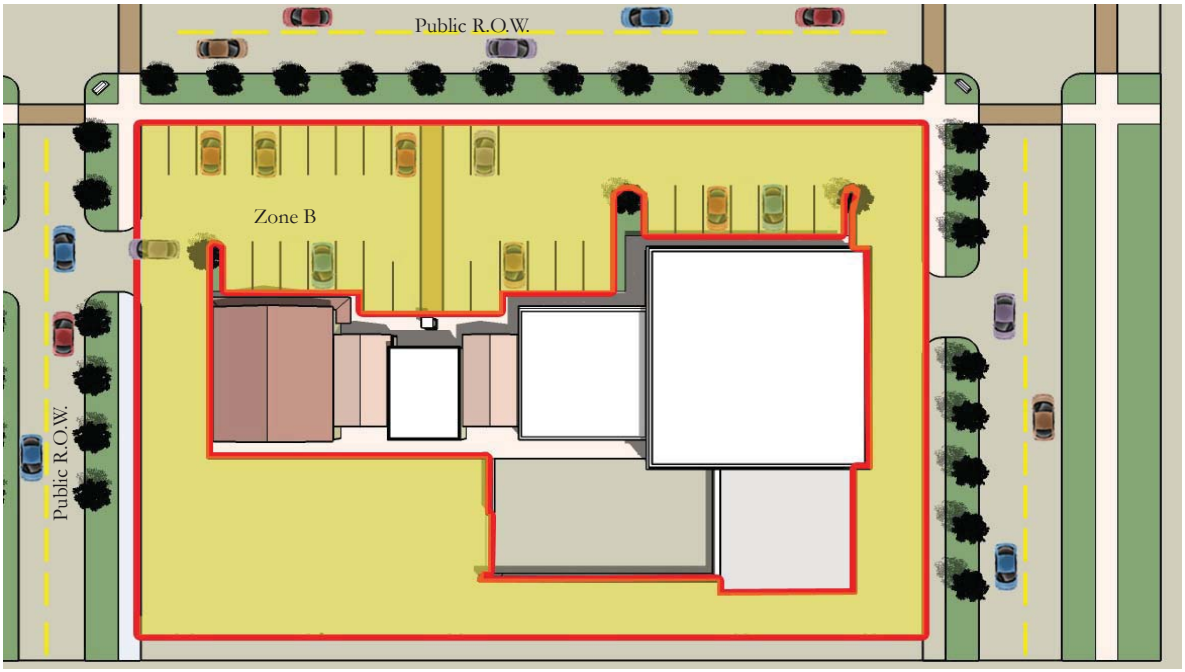


Figure 1.4.2b
Zone B contains the parking field zone and major circulation areas. Zone B shall contain internal directional signage. *(Note: This zone contains all internal directional signage.)*

Zone C shall be defined as the primary building zone, including sidewalks and landscape buffers, adjacent to all commercial buildings (see Figure 1.4.2c).

Signs found in Zone C shall be designed to reflect a pedestrian scale. Signage elements in this area shall not obstruct the clear pedestrian path (see Section 1.3 Pedestrian Environments).

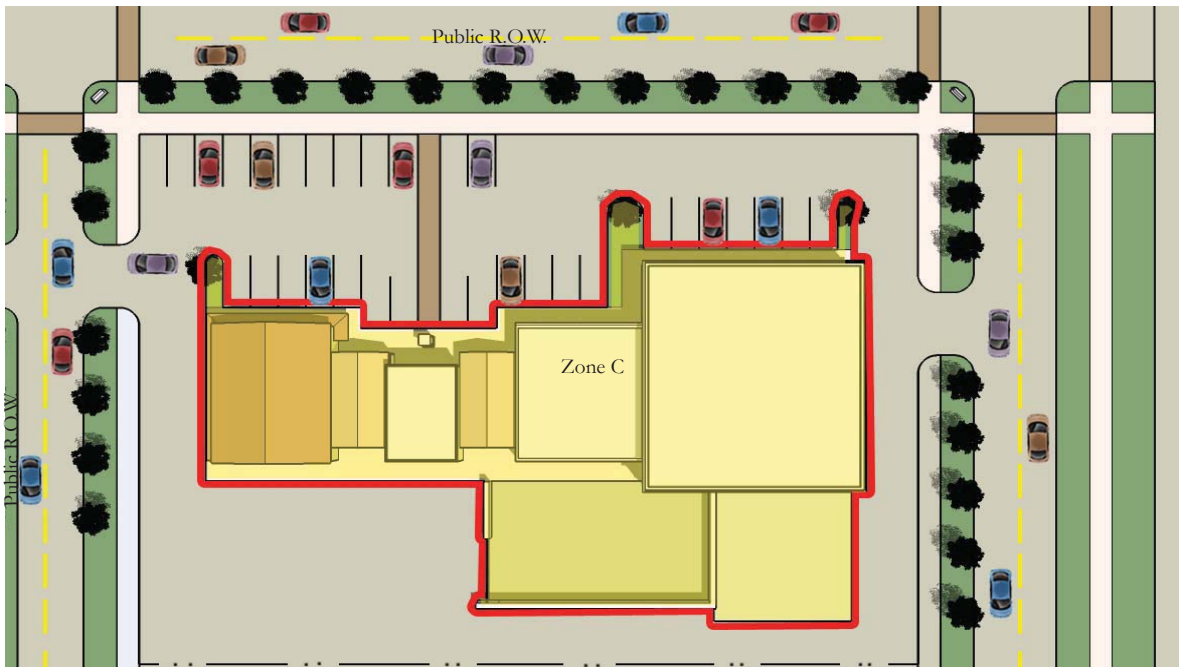


Figure 1.4.2c
Zone C of a typical commercial building façade zone. *(Note: This zone contains all building and pedestrian signage immediately surrounding the buildings.)*

Unless otherwise approved by the Planning and Zoning Division as part of a master signage program, the following signs are **restricted** to fall within the zone identified.

1. Project Identification Signage (Zone A)

- Primary Multi-Tenant Freestanding Signs (see Photo Exhibit 1.4.2a)
- Secondary Multi-Tenant Freestanding Signs (see Photo Exhibit 1.4.2b)
- Individual Parcel Monument Identification Signs (see Photo Exhibit 1.4.2c)
- Secondary Entry Identification Signs (see Photo Exhibit 1.4.2d)
- Temporary Project ID Construction Signs (see Photo Exhibit 1.4.2e)

Photo Exhibit 1.4.2a
Primary Multi-Tenant Freestanding Signs

Photo Exhibit 1.4.2b
Secondary Multi-Tenant Freestanding Signs

Photo Exhibit 1.4.2c
Individual Parcel Monument Identification Signs

Photo Exhibit 1.4.2d
Secondary Entry Identification Signs

Photo Exhibit 1.4.2e
Temporary Project ID Construction Signs

2. Internal Directional Signage (Zone B)

All signage that is to be located within Zone B is to be submitted with the approved concurrent commercial site development plan as part of the master signage program.

- Traffic Operational Signs (see Photo Exhibit 1.4.2f)
- Operational Signage (see Photo Exhibit 1.4.2g)
- Business Directional Signs (see Photo Exhibit 1.4.2h)
- Pedestrian Directional Signs (see Photo Exhibit 1.4.2i)
- Building/Parcel Identification Signs (see Photo Exhibit 1.4.2j)

Photo Exhibit 1.4.2f
Traffic Operational Signage

Photo Exhibit 1.4.2g
Operational Signage

Photo Exhibit 1.4.2h
Business Directional Signs

Photo Exhibit 1.4.2i
Pedestrian Directional Signs

Photo Exhibit 1.4.2j
Building/Parcel Identification Signs

3. Architecture and Pedestrian Zone Signage (Zone C)

- Primary Tenant Building Marquee Signs (see Photo Exhibit 1.4.2k)
- Secondary Tenant Building Elevation Signs (see Photo Exhibit 1.4.2l)
- Wall Mount Signs (see Photo Exhibit 1.4.2m)
- Projecting Signs (see Photo Exhibit 11.4.2n)
- Awning and Canopy Signs (see Photo Exhibit 1.4.2o)
- Hanging Signs (see Photo Exhibit 1.4.2p)
- Window Signs (see Photo Exhibit 1.4.2q)
- Plaque Signs (see Photo Exhibit 1.4.2r)
- Restaurant Menu Signs (Photo Exhibit 1.4.2s)
- Tenant Directory Signs (Photo Exhibit 1.4.2t)
- Tenant A-Frame Signs (Photo Exhibit 1.4.2u)
- Permanent Banner Signs (Photo Exhibit 1.4.2v)

Photo Exhibit 1.4.2k
Primary Tenant Building Marquee Sign

Photo Exhibit 1.4.2l
Secondary Tenant Building Elevation Signs

Photo Exhibit 1.4.2m
Wall Mount Signs

Photo Exhibit 1.4.2n
Projecting Signs

Photo Exhibit 1.4.2o
Awning and Canopy Signs

Photo Exhibit 1.4.2p
Hanging Signs

Photo Exhibit 1.4.2s
Restaurant Menu Signs

Photo Exhibit 1.4.2q
Window Signs

Photo Exhibit 1.4.2t
Tenant Directory Signs

Photo Exhibit 1.4.2r
Plaque Signs

Photo Exhibit 1.4.2u
Tenant A-Frame Signs

Photo Exhibit 1.4.2v
Permanent Banner Signs

1.4.3 Prohibited Signage

The following signs are **prohibited** and have been defined to be both visually obtrusive and incompatible with the ability to create a safe and aesthetically cohesive streetscape pattern. They are often used to create visual marketing opportunities instead of providing project identification and direction.

- LCD Signs (see Photo Exhibit 1.4.3a)
- Motion Light Signs (see Photo Exhibit 1.4.3b)
- Internal Lit Awning and Canopy Signs (see Photo Exhibit 1.4.3c)
- Neon Signage (Neon backlit signs may be permitted subject to conditional approval) (see Photo Exhibit 1.4.3d)
- Single Pole Mount Signs (see Photo Exhibit 1.4.3e)
- Roof Mounted Signs (see Photo Exhibit 1.4.3f)
- Billboard Wall Mounted Signs (see Photo Exhibit 1.4.3g) (Exception*: or unless otherwise approved by City staff to allow for historical preservation, public art murals, City of Jacksonville neighborhood identification or other public directional or identification usage*) (see Photo Exhibit 1.4.5g)
- Non-Permitted Billboard Signs (see Photo Exhibit 1.4.3h)
- Billboards located within City public rights-of-ways (see Photo Exhibit 1.4.3i)
- New Private Property Billboards (see Photo Exhibit 1.4.3j)
- Motion Banners (see Photo Exhibit 1.4.3k)
- Multiple Flags, Flag Pennant Banners, or other Pennant Strings (see Photo Exhibit 1.4.3l)
- Inflatable Signs (see Photo Exhibit 1.4.3m)
- Temporary Product Identification Signs or Banners (see Photo Exhibit 1.4.3n)
- Temporary or Permanent Interior Window Product Advertisement Signs (see Photo Exhibit 1.4.3o)
- Temporary Advertisement (Snipe) Signs located within public streetscape zone (see Photo Exhibit 1.4.3p)
- Secondary Product or Service Advertisement Signage (see Photo Exhibit 1.4.3q)
- Parking or vehicles that serve to act as temporary or permanent vehicle signage identifying a business or services (see Photo Exhibit 1.4.3r).

Photo Exhibit 1.4.3a
LCD Signs

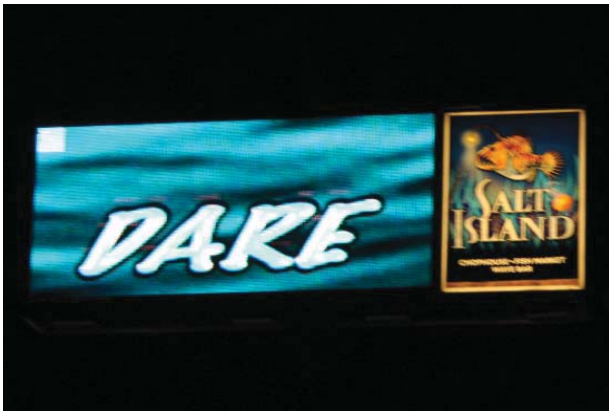


Photo Exhibit 1.4.3b
Motion Light Signs

Photo Exhibit 1.4.3c
Internal Lit Awning and Canopy Signs

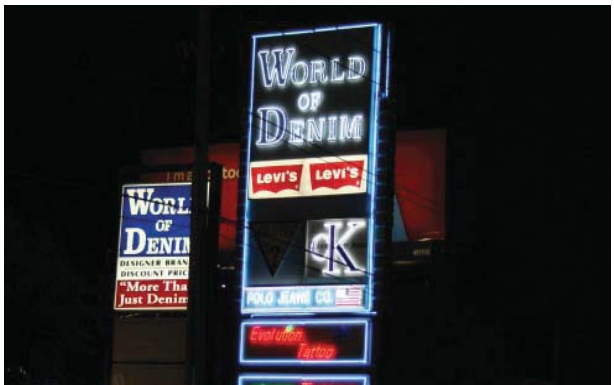


Photo Exhibit 1.4.3d
Neon Signage (*Note: Neon backlit signs may be permitted and are subject to conditional approval.*)

Photo Exhibit 1.4.3e
Single Pole Mount Signs

Photo Exhibit 1.4.3f
Roof Mounted Signs

Photo Exhibit 1.4.3g
Billboard Wall Mounted Signs

Photo Exhibit 1.4.3j
New Private Property Billboards

Photo Exhibit 1.4.3h
Non-Permitted Billboard Signs

Photo Exhibit 1.4.3k
Motion Banners

Photo Exhibit 1.4.3i
Billboards Located Within City Public Rights-of-Ways

Photo Exhibit 1.4.3l
Multiple Flags, Flag Pennant Banners or Other Pennant Strings

Photo Exhibit 1.4.3m
Inflatable Signs

Photo Exhibit 1.4.3n
Temporary Product Identification Signs or Banners

Photo Exhibit 1.4.3o
Temporary or Permanent Interior Window Product Advertisement Signs

Photo Exhibit 1.4.3p
Temporary Advertisement (Snipe) Signs Located Within Public Streetscape Zone

Photo Exhibit 1.4.3q
Secondary Product or Service Advertisement Signage

Photo Exhibit 1.4.3r
Temporary or Permanent Vehicle Signage Identifying Business or Services

1.4.4 Signage Text Area Standards

The following signage text area size guidelines have been developed to create an acceptable standard that allows for ample signage identification area based on roadway frontages while also addressing the pedestrian scale and appropriate scale in relationship to the building architecture. Any variances or deviations from the following guidelines are to be included and visually delineated on the Master Signage Program. Any amendments to these guidelines are subject to review, conditions and approval by the Planning and Zoning Division.

1. Project Identification Signage (Zone A)

1a) Primary Multi-Tenant Freestanding Signs

For all multi-tenant projects, one (1) primary multi-tenant sign shall be permitted for each rights-of-way frontage, as long as each rights-of-way frontage is equal to or exceeds four-hundred (400) linear feet in length. If the rights-of-way frontage is less than four-hundred (400) linear feet, only one (1) primary multi-tenant signs will be permitted. The maximum height of a primary multi-tenant sign shall not exceed fifteen feet (15'-0") in height and be designed to include the various elements (see Figure 1.4.4(1a)). The maximum text "copy area" of any multi-tenant sign shall not exceed sixty-five (65) square feet.

1b) Secondary Multi-Tenant Freestanding Signs

For all multi-tenant projects that have more than one (1) rights-of-way frontage, one (1) secondary multi-tenant sign shall be permitted in lieu of a primary multi-tenant freestanding sign, or where a road rights-of-way frontage is less than four-hundred (400) linear feet in length but greater than two-hundred fifty (250) linear feet in length. Only one (1) sign for each rights-of-way frontage is permitted. The maximum height of a secondary multi-tenant sign shall not exceed eight feet (8'-0") in height, and be designed to include the various elements (see Figure 1.4.4(1b)). The maximum text "copy area" of any multi-tenant sign shall not exceed forty (40) square feet.

1c) Individual Parcel Monument Identification Signs

Individual parcel monument identification signs are limited to only identification of fee simple parcels as approved as part of the master development plan. Only one sign per parcel, located along the primary roadway frontage and centered on the parcel, shall be permitted. If the parcel is a corner parcel, the sign element shall be located at the corner of the intersecting roadways. If the parcel frontage is two-hundred (200) linear feet or greater, the maximum height of the sign shall not exceed eight feet (8'-0") and be designed to include the various elements (see Figure 1.4.4(1ci)). The maximum text "copy area" of any single sign shall not exceed thirty-six (36) square feet.

If the parcel frontage is less than two-hundred (200) linear feet, the maximum height of the sign shall not exceed six feet (6'-0") and be designed to include the various elements (see Figure 1.4.4(1cii)). The maximum "copy area" of any single sign shall not exceed sixteen (16) square feet.

1d) Secondary Entry Identification Signs

Secondary entry identification signs are limited to one sign per parcel entry, a project or parcel specific logo and the text "Entry" or "Entrance" or "Exit". They are not permitted to contain any parcel specific names, addresses or other elements mentioned. The maximum size shall not exceed three feet (3'-0") in height or three feet (3'-0") in width, and be designed to include the various elements (see Figure 1.4.4(1d)). The maximum text "copy area" shall not exceed two and one quarter (2.25) square feet.

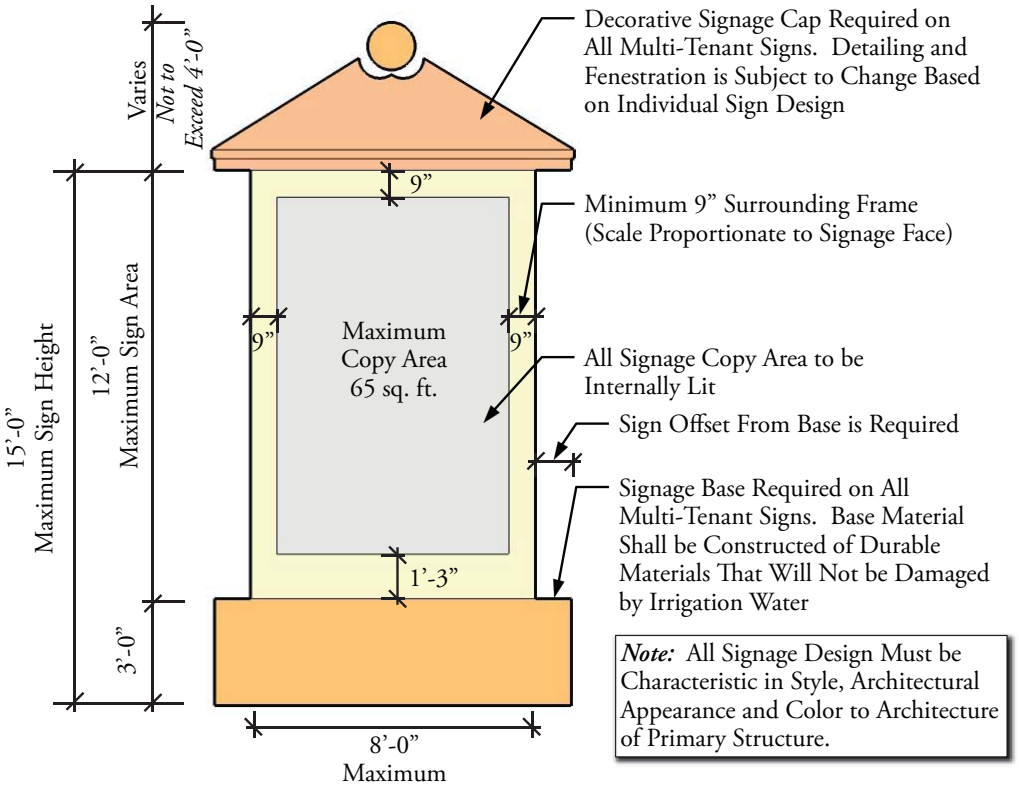


Figure 1.4.4(1a)
Primary Multi-Tenant Freestanding Sign

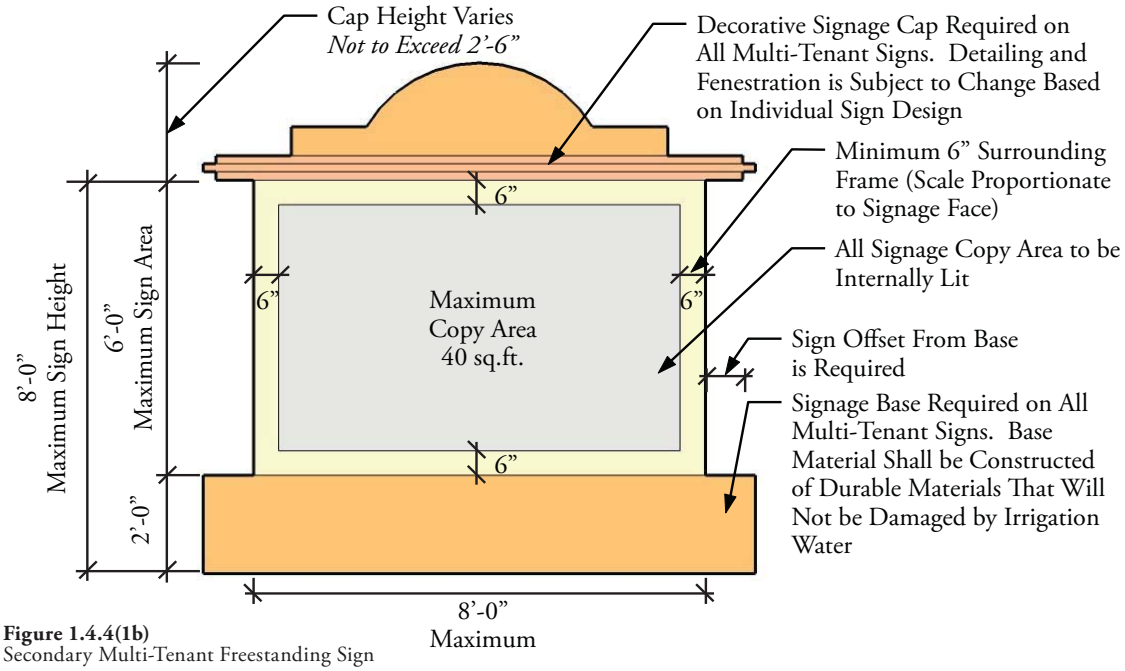


Figure 1.4.4(1b)
Secondary Multi-Tenant Freestanding Sign

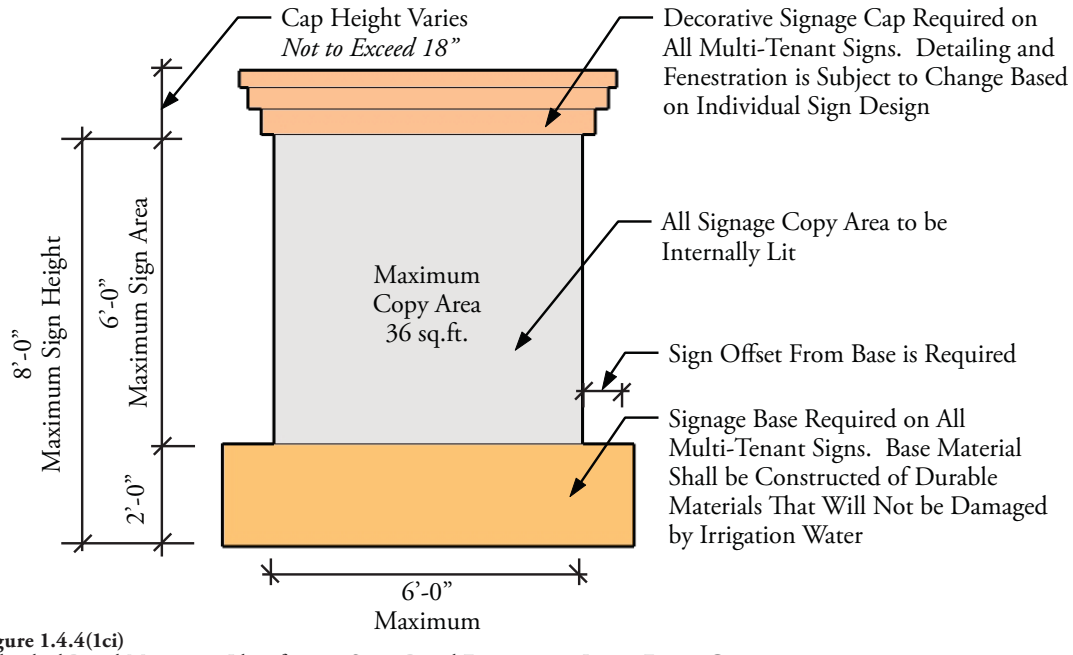


Figure 1.4.4(1ci)
Individual Parcel Monument Identification Sign - Parcel Frontage 200 Linear Feet or Greater

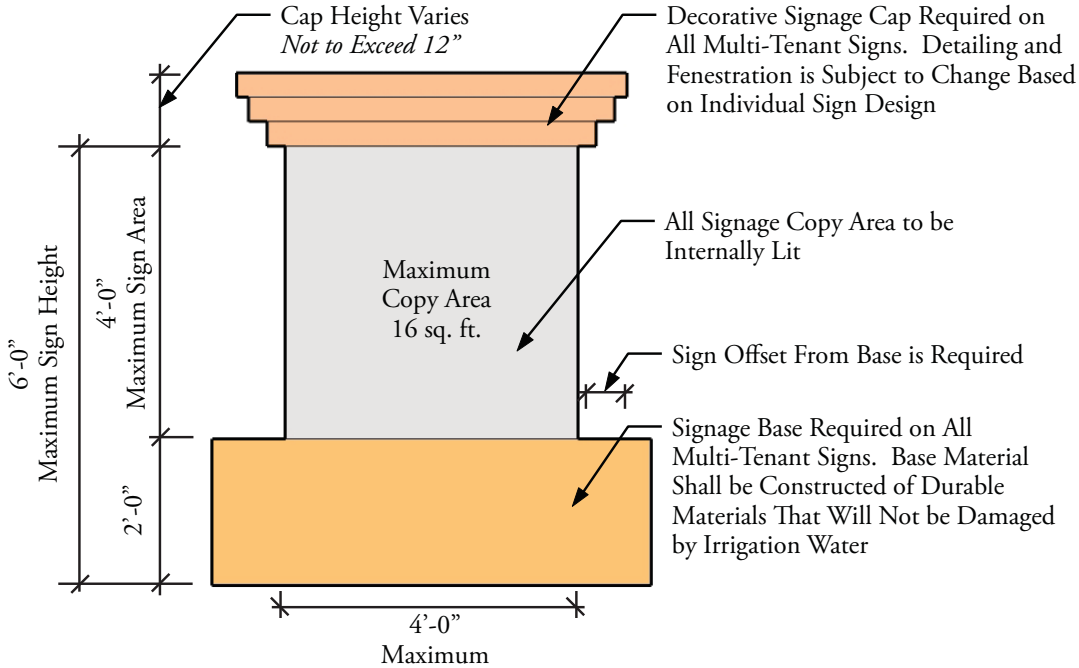


Figure 1.4.4(1cii)
Individual Parcel Monument Identification Sign - Parcel Frontage Less Than 200 Linear Feet

2. Internal Directional Signage (Zone B)

All signage that is to be located within Zone B is to be submitted as part of the Master Signage Program and approved concurrent with the commercial site development plan.

2a) Traffic Operational Signs (see Master Signage Program)

2b) Operational Signage (see Master Signage Program)

2c) Business Directional Signs (see Master Signage Program)

2d) Pedestrian Directional Signs (see Master Signage Program)

2e) Building/Parcel Identification Signs (see Master Signage Program)

3. Architecture and Pedestrian Zone Signage (Zone C)

All signage that is to be located within Zone C is to be submitted as part of the Master Signage Program and approved concurrent with the commercial site development plan.

3a) Primary Tenant Building Façade Signs (see Figure 1.4.4(3a))

3b) Secondary Tenant Building Elevation Signs

3c) Wall Mount Signs (see Master Signage Program)

3d) Projecting Signs (see Master Signage Program)

3e) Awning and Canopy Signs (see Figure 1.4.4(3e))

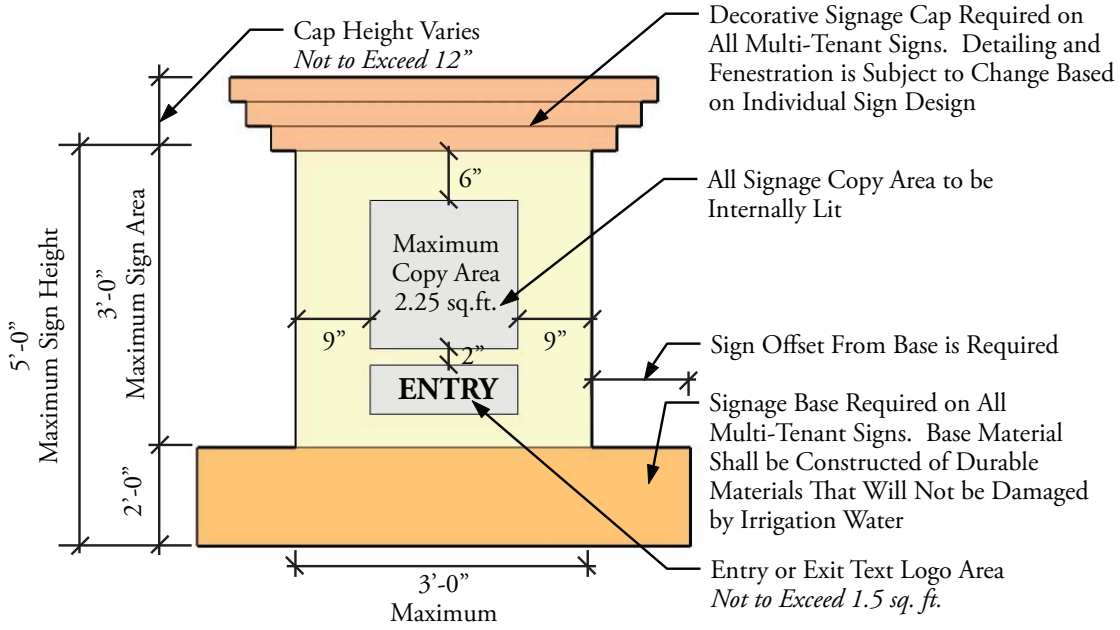


Figure 1.4.4(1d)
Secondary Identification Sign

3f) Façade Signs (see Master Signage Program)

3g) Hanging Signs (see Master Signage Program)

3h) Window Signs (see Master Signage Program)

3i) Plaque Signs (see Master Signage Program)

3j) Restaurant Menu Signs (see Master Signage Program)

3k) Tenant Directory Signs (see Master Signage Program)

3l) Tenant A-Frame Signs (see Master Signage Program)

3m) Permanent Banner Signs (see Master Signage Program)

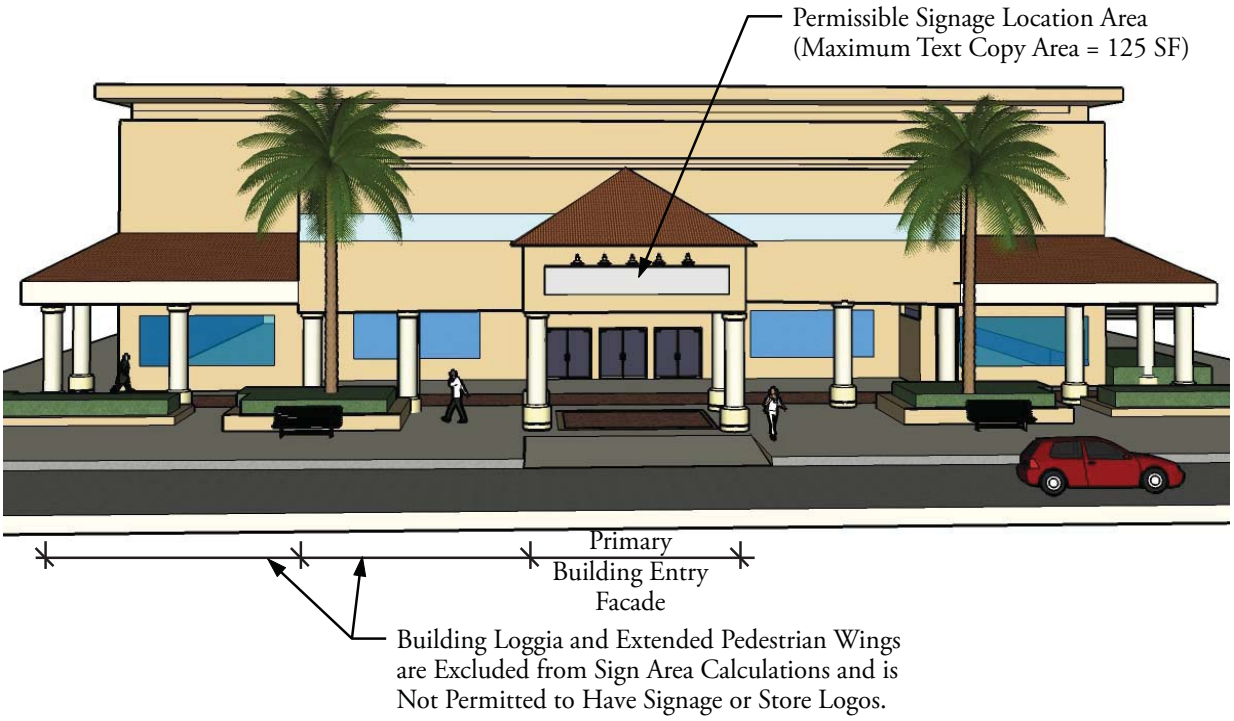


Figure 1.4.4(3a)
Secondary Identification Sign

1.4.5 Signage Lighting

1.4.5a Signage lighting will depend on the individual signage element, project theming and the lighting requirements for visibility. Since the City of Jacksonville has embraced the "Dark Skies" site lighting concepts, the lighting for signage elements shall endeavor to support this concept also to the extent possible.

1.4.5b Indirect lighting sources shall be strongly encouraged. This form of lighting usually assists in the visual integration of the signage element into the architecture of the building façade (see Photo Exhibit 1.4.5b).

Photo Exhibit 1.4.5b
Indirect Lighting Source

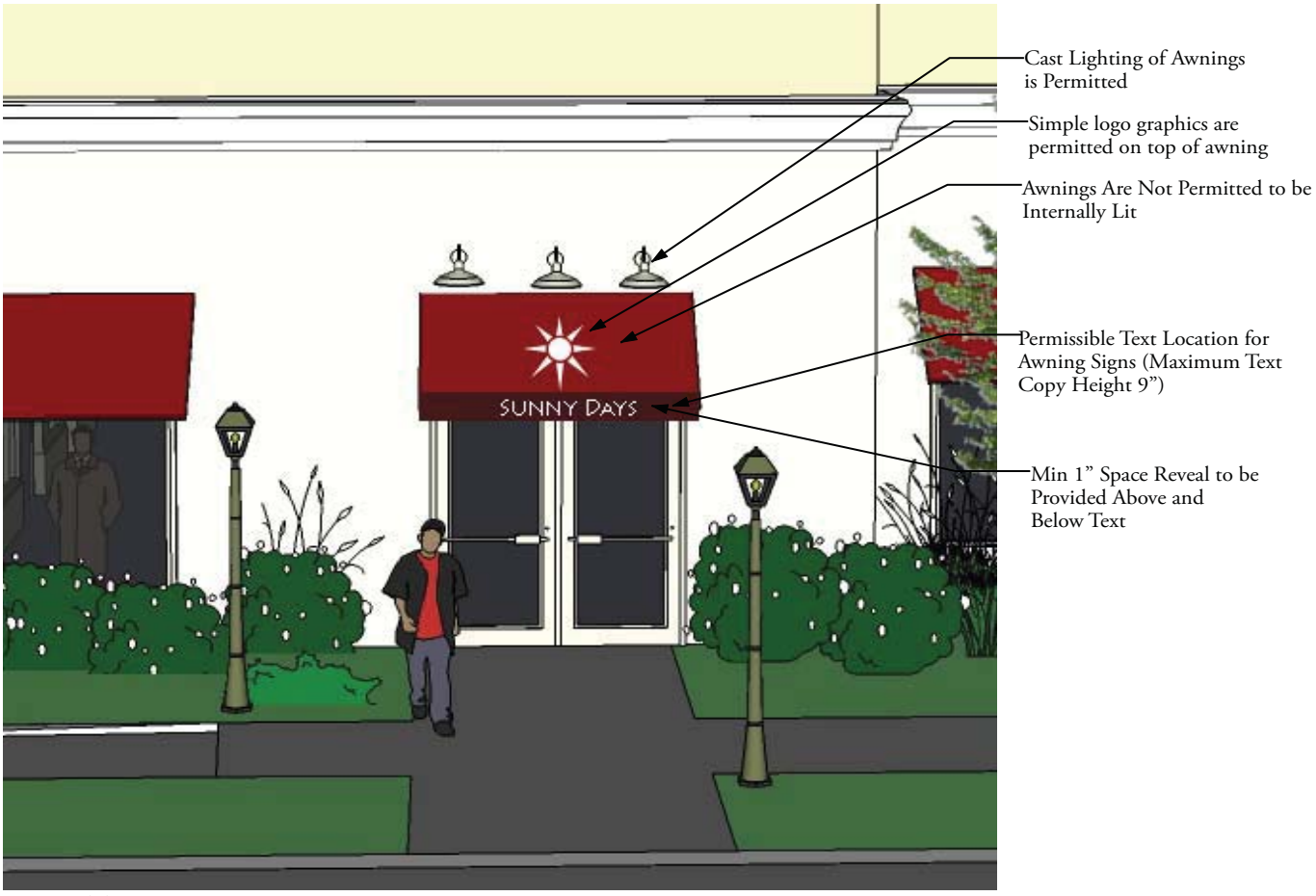


Figure 1.4.4(3e)
Awning Signage

1.4.5c Detached lighting sconces and arm lamps are acceptable, but shall be designed to have vertical cut-off capabilities, either by light fixture shields, baffles or luminaries with internal directional cut-offs. Lighting fixtures shall not obscure the visibility of the signage (see Photo Exhibit 1.4.5c).

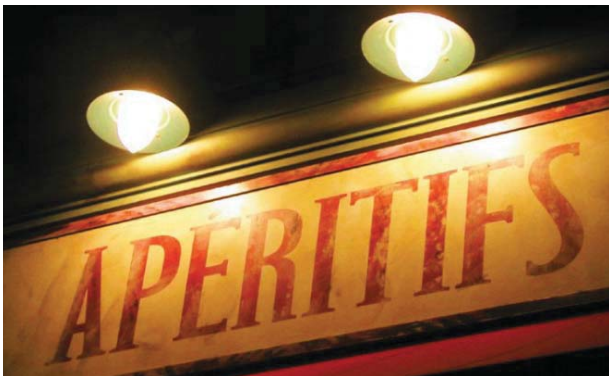


Photo Exhibit 1.4.5c
Detached Lighting Sconce

1.4.5d Internally cabinet lit signs shall be permitted, but limited to the following permitted sign types (see Photo Exhibit 1.4.5d):

- Primary Multi-Tenant Freestanding Signs (Zone A)
- Secondary Multi-Tenant Freestanding Signs (Zone A)

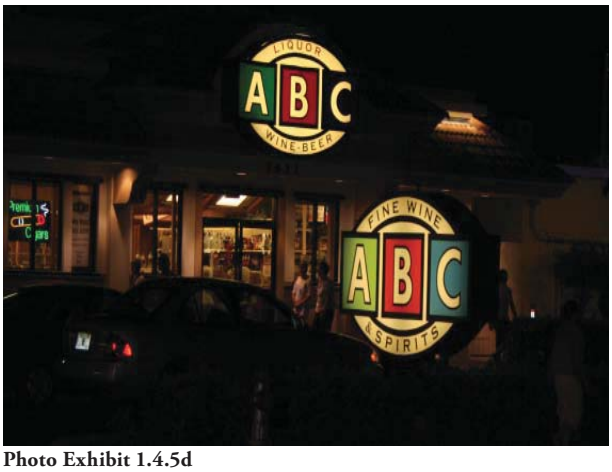


Photo Exhibit 1.4.5d
Internally Cabinet Lit Sign

1.4.5e The following signs shall be required to be projecting signs but may also be cabinet type:

- Individual Parcel Monument Identification Signs (Zone A)
- Secondary Entry Identification Signs (Zone A)
- Business Directional Signs (Zone B)
- Building/Parcel Identification Signs (Zone B)
- Primary Tenant Building Marquee Signs (Zone C)
- Secondary Tenant Building Elevation Signs (Zone C)

These signs shall be required to have non-illuminated, opaque face panels so that only letters and/or logos appear to be backlit. Internally illuminated letters or logos (routed, stenciled/embossed) may be plastic; however, the background of the signage face must be non-reflective in material finish and color (see Photo Exhibit 1.4.5e).

Photo Exhibit 1.4.5e
Projecting Cabinet Sign

1.4.5f Indirect uplighting (fluorescent or incandescent) of signs may be used on a limited basis. Care shall be taken to properly shield the light source to prevent glare towards pubic rights-of-ways and onto adjacent properties. Indirect uplighting shall be restricted to the following permitted sign types (see Photo Exhibit 1.4.5f):

- Primary Multi-Tenant Freestanding Signs (Zone A)
- Secondary Multi-Tenant Freestanding Signs (Zone A)
- Individual Parcel Monument Identification Signs (Zone A)
- Secondary Entry Identification Signs (Zone A)
- Business Directional Signs (Zone B)
- Building/Parcel Identification Signs (Zone B)

Photo Exhibit 1.4.5f
Indirect Uplighting

1.4.6 Signage Materials

1.4.6a Signs shall not include excessively bright colors or have over-scaled letters, graphic symbols or icons deliberately used as a means to attract attention (see Photo Exhibits 1.4.6a(1) and 1.4.6a(2).

Photo Exhibit 1.4.6a(1)
Overly Bright Signage

Photo Exhibit 1.4.6a(2)
Over-Scaled Signage

1.4.6b Signs shall be professionally constructed and made of permanent durable materials that reflect the architectural theme, colors and finishes, where appropriate. Materials shall not be restricted as to type; however, wood signs shall not be encouraged unless sufficient care is taken to seal the wood to protect it from moisture exposure (see Photo Exhibit 1.4.6b).

Photo Exhibit 1.4.6b

1.4.6c Signs shall not be constructed of cloth, paper materials or other materials that will disintegrate due to weather conditions.

1.4.6d Exterior materials, finishes and colors shall be similar or complimentary to the building architectural façade on which it is located (see Photo Exhibit 1.4.6d).

Photo Exhibit 1.4.6d
Signage Complementing Architecture

1.4.6e All signage materials, painting and other finishes shall be maintained at all times. Replacement of materials and/or painting shall be the required perpetual maintenance responsibility of the Owner/ Developer.

1.4.6f Temporary Project ID Construction Signs shall be limited to wood or laminate signs and contain graphics of the ultimate proposed site development (see Photo Exhibit 1.4.6f).

Photo Exhibit 1.4.6f
Temporary Project ID Sign

1.4.6g All electrical raceways and conduits shall be concealed internally to the foundation, wall or bracket holding the signage or signage lighting fixture and be hidden from public view (see Photo Exhibit 1.4.6g).

Photo Exhibit 1.4.6g
Lighting Source(s) Concealed

SECTION 1: COMMERCIAL DEVELOPMENT

1.5 Commercial Landscape and Buffering Design Principles and Guidelines

Design Principle

The landscape design of a project shall assist in unifying both the overall and individual project into the overall streetscape pattern established. The design shall assist in overall vehicular and pedestrian orientation as well as enhance the pedestrian experience within the project itself.

Design Goals

- To create a landscape design that is sustainable in its form, materials and longevity.
- To create and reinforce a strong "sense of place" for each project.
- To provide for sufficient buffering of surrounding land uses.
- To complement the architecture by addressing vertical mass, scale and proportion as well as foundation accents, where appropriate.
- To enhance the pedestrian environment through shade development, visual interest and pedestrian orientation.

Design Guidelines

Although the following design guidelines have been broken down based on specific areas of landscape improvements, it is important to remember that design continuity between the individual areas, as it relates to the whole, is extremely important to achieve a cohesive design theme for the overall project, as well as for adjacent Right of Way ("R.O.W.") Buffers (see Photo Exhibit 1.5).

Photo Exhibit 1.5
Typical R.O.W. Buffer

Urban Streetscape Landscape Buffer Guidelines

The following urban streetscape design guidelines have been established to create a minimum standard for urban nodal area design patterning, with respect to the uniform placement of planters, trees and street furniture. These guidelines shall not preclude alternative design solutions that may be incorporated as part of an individually proposed site development and design. Substantial deviation from the proposed minimum guidelines shall be discouraged to maintain consistency in the urban streetscape pattern. For the purposes of clarity, the urban streetscape planting guidelines have been broken down into two different planting zones, as follows (see Figure 1.5):

1. *Primary Streetscape Zone*
2. *Urban Streetscape Nodal Zone*

Suburban Landscape Buffer Guidelines

1.5.1 All R.O.W. buffers shall be designed to provide a distinct visual appearance for the project.

1.5.2 It shall be strongly suggested that overhead utilities be placed underground during construction to prevent the conflicts between overhead utilities and canopy tree structures.

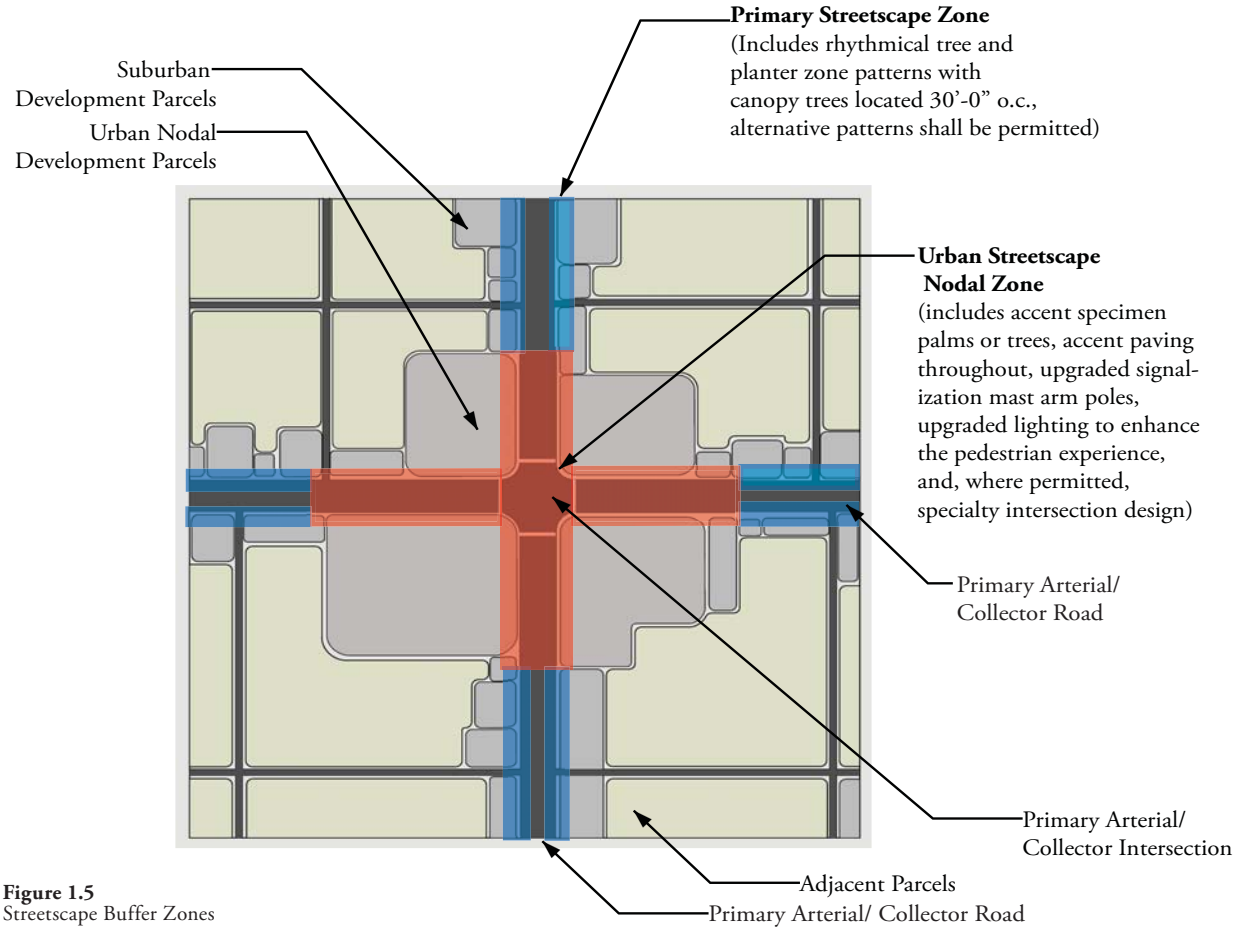


Figure 1.5
Streetscape Buffer Zones

1.5.3 If overhead utilities bisect the R.O.W. buffer, a minimum pavement setback of fifteen feet (15'-0") shall be provided from all utility poles (see Figure 1.5.3).

1.5.4 Large canopy trees shall be set back a minimum of twenty feet (20'-0") from all overhead utility wires (see Figure 1.5.4).

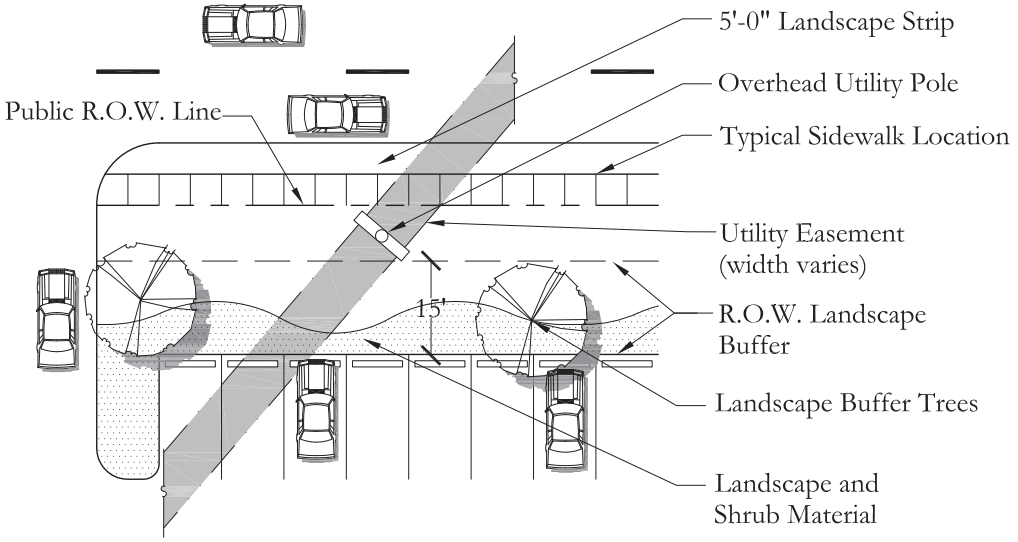


Figure 1.5.3
Typical R.O.W. Buffer with Bisecting Overhead Utilities

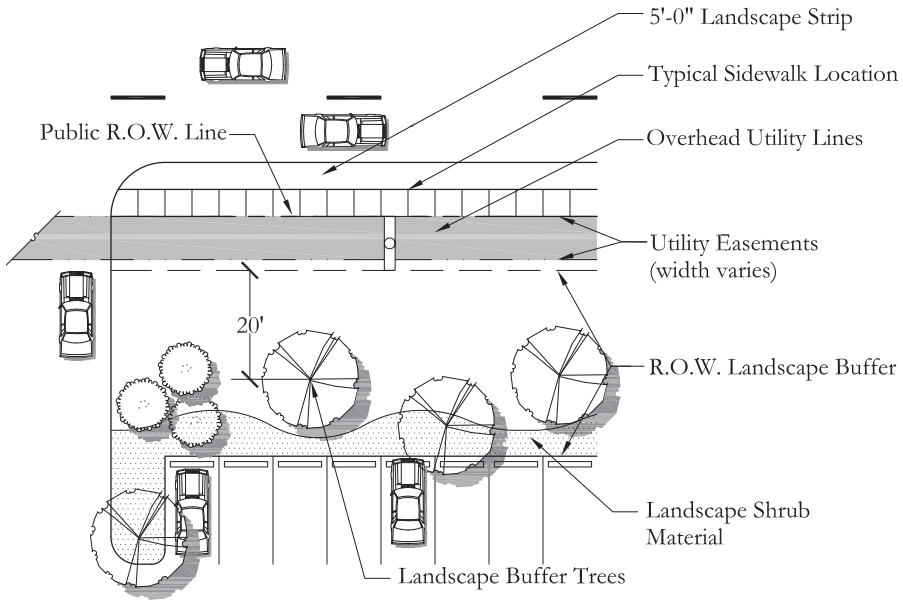


Figure 1.5.4
Typical R.O.W. Buffer with 20'-0" Canopy Tree Setback

R.O.W. Perimeter Buffers

1.5.5 For all R.O.W. buffers that abut overhead utility easements, a minimum buffer width of twenty-five feet (25-0") shall be provided, exclusive of overhead utility easements (see Figure 1.5.5).

1.5.6 For all R.O.W. buffers that abut underground utility easements and where there are no overhead utilities, the buffer width shall be a minimum of fifteen feet (15'-0") in width, exclusive of the utility easement and parking overhangs (see Figure 1.5.6).

1.5.7 Where parking abuts the R.O.W. buffer, a solid opaque vegetative screen shall be provided along the entire parking perimeter frontage. A minimum shrub/hedge height at installation shall be three feet (3'-0") tall. In addition to parking screen shrub/hedge material, a multi-tiered vegetative buffer consisting of trees, shrub material and ground covers shall be provided.

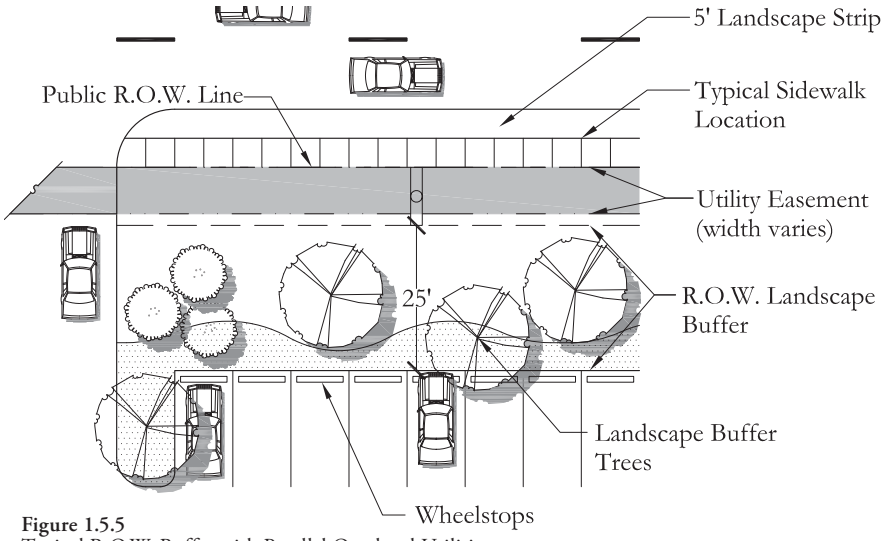


Figure 1.5.5
Typical R.O.W. Buffer with Parallel Overhead Utilities

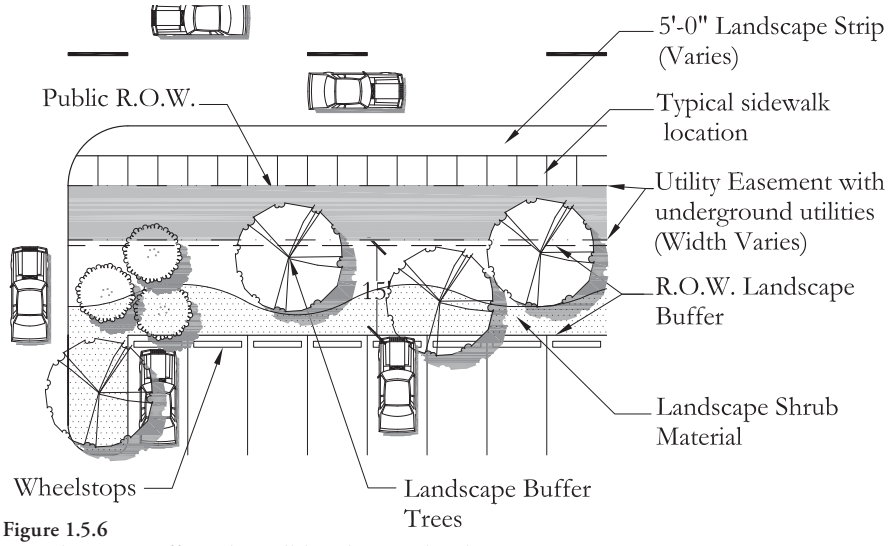


Figure 1.5.6
Typical R.O.W. Buffer with Parallel Underground Utilities

1.5.8 In suburban zones where buildings abut the R.O.W. buffer, the R.O.W. buffer landscape shall be integrated into the building perimeter landscape design (see Figure 1.5.8).

1.5.9 R.O.W. buffers shall have a minimum of one (1) canopy tree for every forty (40) linear feet of frontage and a minimum of three (3) understory trees, pines or palms for every eighty (80) linear feet of frontage. At no time shall the total number of pines or palms exceed fifty percent (50%) of the total number of required understory trees. Additionally, fifty percent (50%) of the total number of all understory trees, excluding pines, provided within the R.O.W. buffer must be continuous evergreen species.

1.5.10 If pines or palms are used within the R.O.W. buffer, they shall be planted in groupings of no less than three (3). If specimen accent palms are proposed, they shall be calculated as one (1) tree and shall be exempt from the cluster requirement.

1.5.11 R.O.W. buffer canopy tree sizes shall be a minimum of fourteen feet (14'-0") in height, with a minimum of a four-inch (4") caliper as defined by the Florida Grades and Standards for Nursery Stock. R.O.W. buffer understory trees shall be a minimum of eight feet (8'-0") in height, with a minimum caliper of two inches (0'-2"). All multi-trunk understory trees shall have a minimum of three (3) primary trunks, with a minimum caliper of two inches (0'-2") per trunk at installation. All pine and palm groupings shall be installed in staggered heights with the minimum palm tree clear trunk height of no less than eight feet (8'-0") and a minimum pine height of eight feet (8'-0").

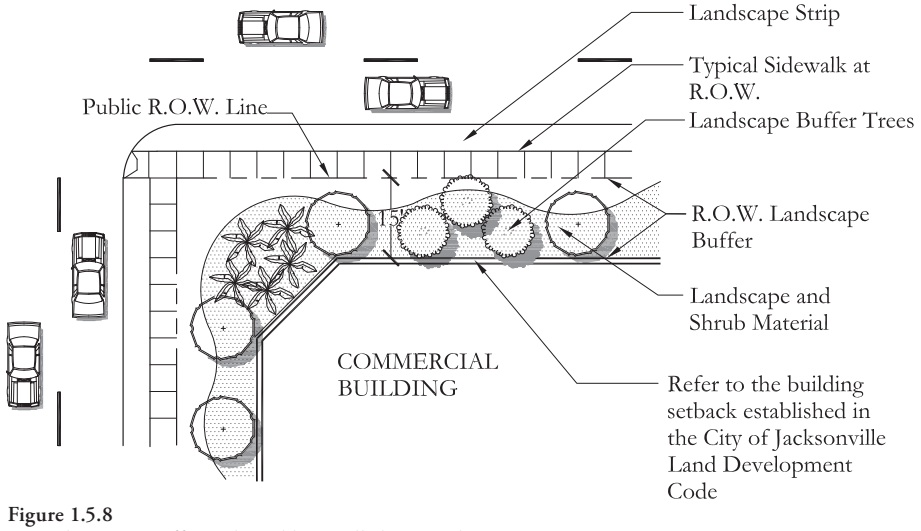


Figure 1.5.8
Typical R.O.W. Buffer with Building Pulled Forward to Street

Internal Perimeter Buffers Abutting Commercial/ Industrial Uses

1.5.12 For all internal perimeter buffers that abut overhead utility easements, a minimum buffer width of ten feet (10'-0") shall be provided, exclusive of overhead utility easements (see Figure 1.5.12).

1.5.13 For all internal perimeter buffers that abut underground utility easements, the landscape buffer shall be a minimum of seven feet (7'-0") in width, exclusive of the utility easement and parking overhangs (see Figure 1.5.13).

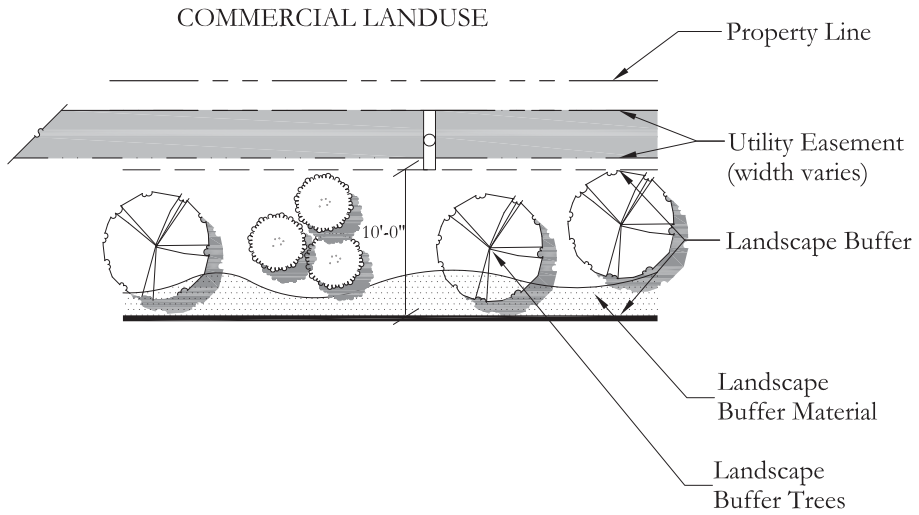


Figure 1.5.12
Typical Commercial and Industrial Perimeter Buffer with Parallel Overhead Utilities

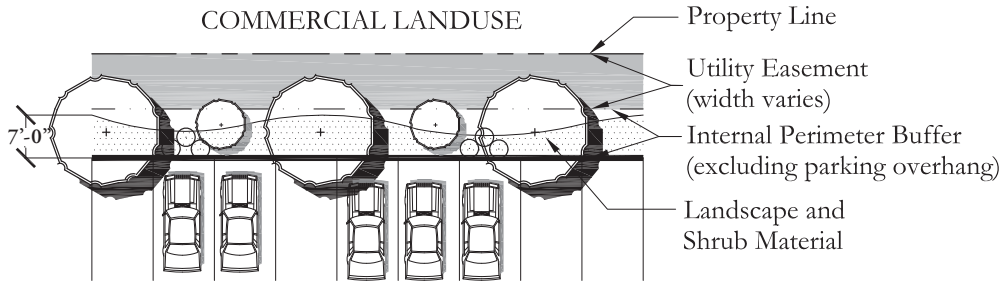


Figure 1.5.13
Typical Commercial and Industrial Perimeter Buffer with Parallel Underground Utilities

1.5.14 Where parking abuts the internal perimeter buffer, a solid opaque vegetative screen shall be provided along the entire parking perimeter frontage. A minimum shrub/hedge height at installation shall be a minimum of thirty inches (0'-30") at the time of installation and maintained at thirty-six (0'-36") at maturity (see Figure 1.5.14).

1.5.15 Internal perimeter buffers shall have a minimum of one (1) canopy tree for every fifty (50) linear feet of frontage and a minimum of three (3) understory trees, pines or palms for every one-hundred (100) linear feet of frontage. At no time shall the total number of pines or palms exceed fifty percent (50%) of the total number of required understory trees. Additionally, fifty percent (50%) of the total number of all understory trees, excluding pines, provided within the internal perimeter buffer shall be continuous evergreen species.

1.5.16 If pines or palms are used with the internal perimeter buffer, they shall be planted in groupings of no less than three (3). If specimen accent palms are used each palm will count as one (1) tree.

1.5.17 Internal perimeter buffer canopy tree sizes shall be a minimum of twelve feet (12'-0") in height, with a minimum three-inch (3") caliper. Internal buffer understory trees shall be a minimum of ten feet (10'-0") in height, with a minimum caliper of two inches (0'-2"). All multi-trunk understory trees shall have a minimum of three (3) primary trunks, with a minimum caliper of one and one-quarter inches (0'-1 1/4") per trunk at installation. All pine and palm groupings shall be installed in staggered heights with the minimum palm tree clear trunk height of no less than eight feet (8'-0"), and a minimum pine height of eight feet (8'-0").

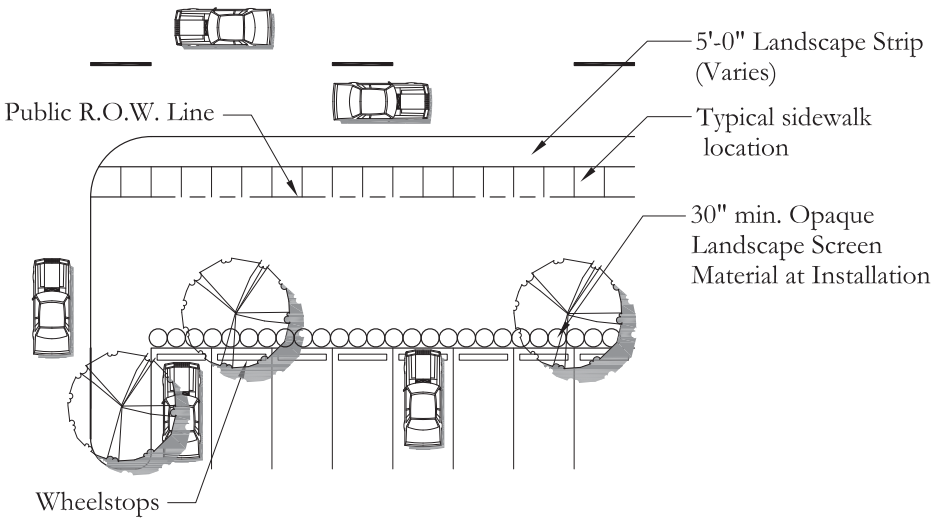


Figure 1.5.14
A visual landscape screen shall be a minimum of 30" from the time of installation.

Perimeter Buffers Abutting Residential Uses

1.5.18 For all residential perimeter buffers that abut overhead utility easements, a minimum buffer width of twenty-five feet (25'-0") shall be provided, exclusive of overhead utility easements and parking overhangs (see Figure 1.5.18).

1.5.19 For all residential perimeter buffers that abut underground utility easements, and where there are no overhead utilities, the minimum buffer width shall be a minimum of twenty feet (20'-0") in width, exclusive of the utility easements and parking overhang (see Figure 1.5.19).

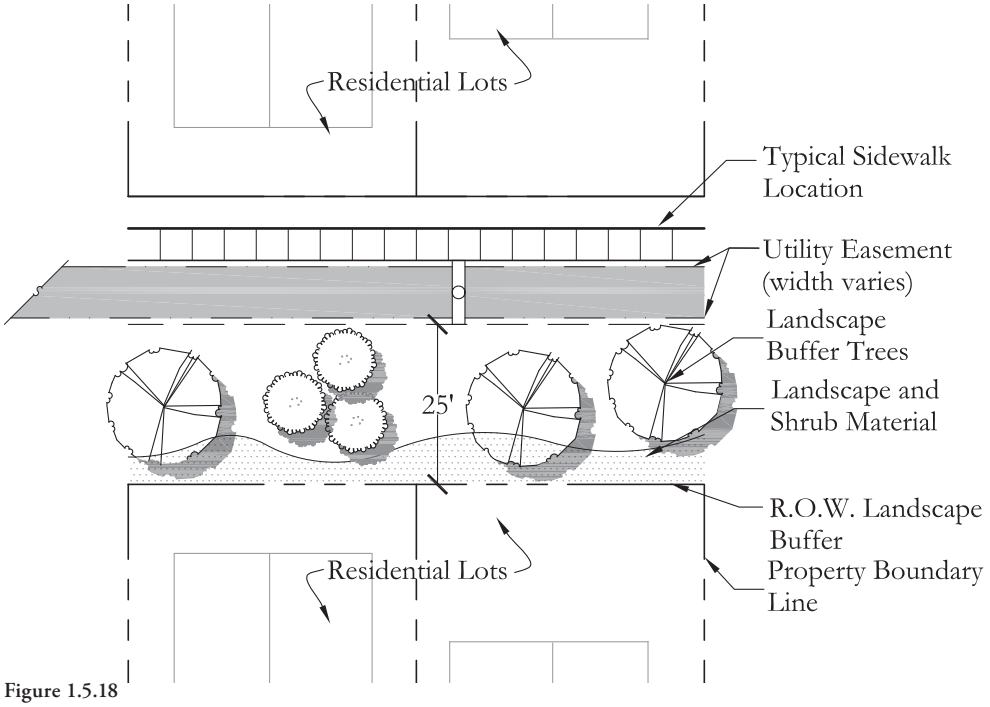


Figure 1.5.18
Typical Residential R.O.W. Buffer with Parallel Overhead Utilities

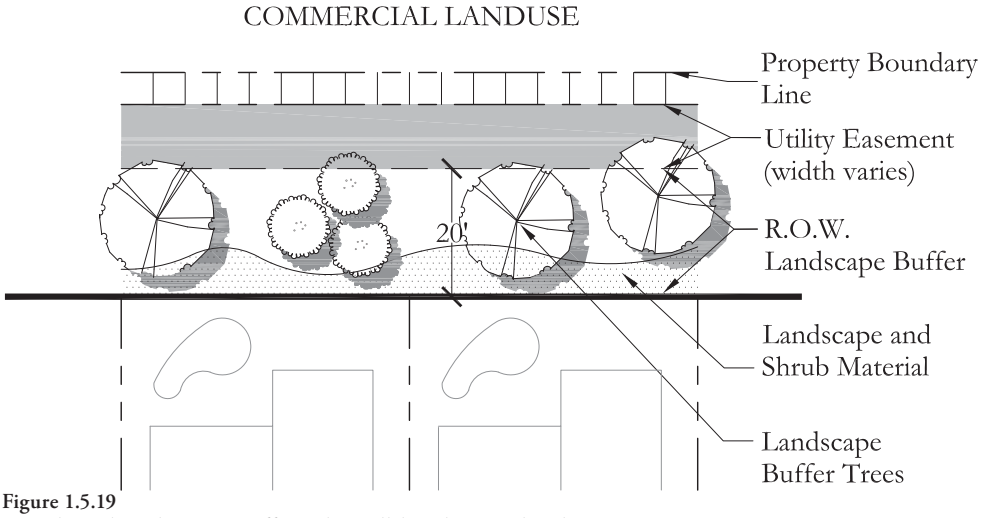


Figure 1.5.19
Typical Residential R.O.W. Buffer with Parallel Underground Utilities

1.5.20 Where parking abuts the residential perimeter buffer, a solid opaque vegetative screen shall be provided along the entire parking perimeter frontage. An eight-foot (8'-0") solid masonry wall, a combined eight-foot (8'-0") berm and vegetative buffer combination or combination of the two shall be provided (see Figure 1.5.20a). If a vegetative buffer shall be installed, a four-foot (4'-0") berm (maximum 4:1 slope each side) and a minimum of a four-foot (4'-0") solid vegetative buffer shrub/hedge shall be provided at installation. The vegetative buffer must be able to attain a height of six feet (6'-0") within one year of installation (see Figure 1.5.20b).

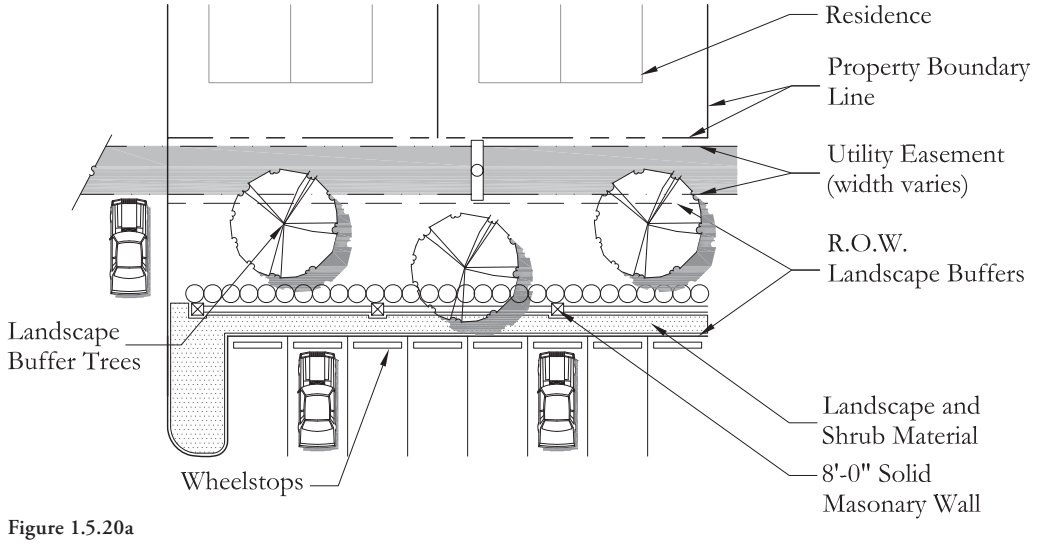


Figure 1.5.20a
Typical Residential Perimeter Buffer with 8'-0" Masonry Walls

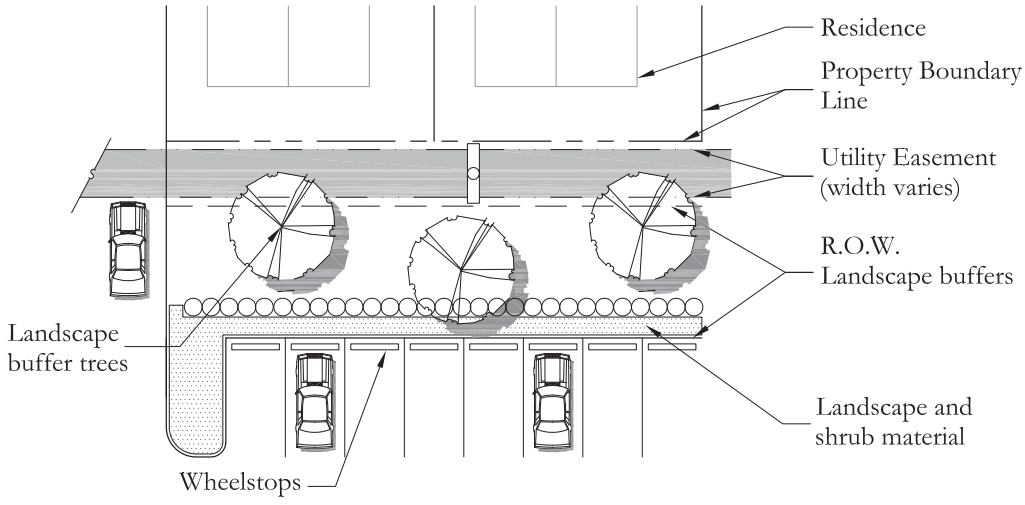


Figure 1.5.20b
Typical Residential Perimeter Buffer with Buffer Hedge.

1.5.21 Residential perimeter buffers shall have a minimum of one (1) canopy tree for every forty (40) linear feet of frontage and a minimum of three (3) understory trees, pines or palms for every forty (40) linear feet of frontage. At no time shall the total number of pines or palms exceed fifty percent (50%) of the total number of required understory trees. Additionally, fifty percent (50%) of the total number of all understory trees, excluding pines, provided within the R.O.W. buffer must be continuous evergreen species.

1.5.22 If pines or palms are used with the residential perimeter buffer, they shall be planted in groupings of no less than three (3) (see Photo Exhibit 1.5.22).

Photo Exhibit 1.5.22
Palms shall be grouped together in perimeter buffers

1.5.23 Internal perimeter buffer canopy tree sizes shall be a minimum of twelve feet (12'-0") in height, with a minimum three-inch (0'-3") caliper. Internal buffer understory trees shall be a minimum of eight feet (8'-0") in height, with a minimum caliper of two inches (0'-2"). All multi-trunk understory trees shall have a minimum of three (3) primary trunks, with a minimum caliper of one and one-quarter inch (0'-1$^{1/4}$") per trunk at installation. All pines and palms groupings shall be installed in staggered heights with the minimum palm tree clear trunk height of no less than eight feet (8'-0") and a minimum pine height of eight feet (8'-0").

Primary Entry Drive Landscape Guidelines

1.5.24 All primary access drives entering a project site from a public R.O.W. shall provide a minimum of ten feet (10'-0") of landscape buffer between the drive and the adjacent parking or buildings. All landscape buffer widths are exclusive of any car overhangs (see Figure 1.5.24).

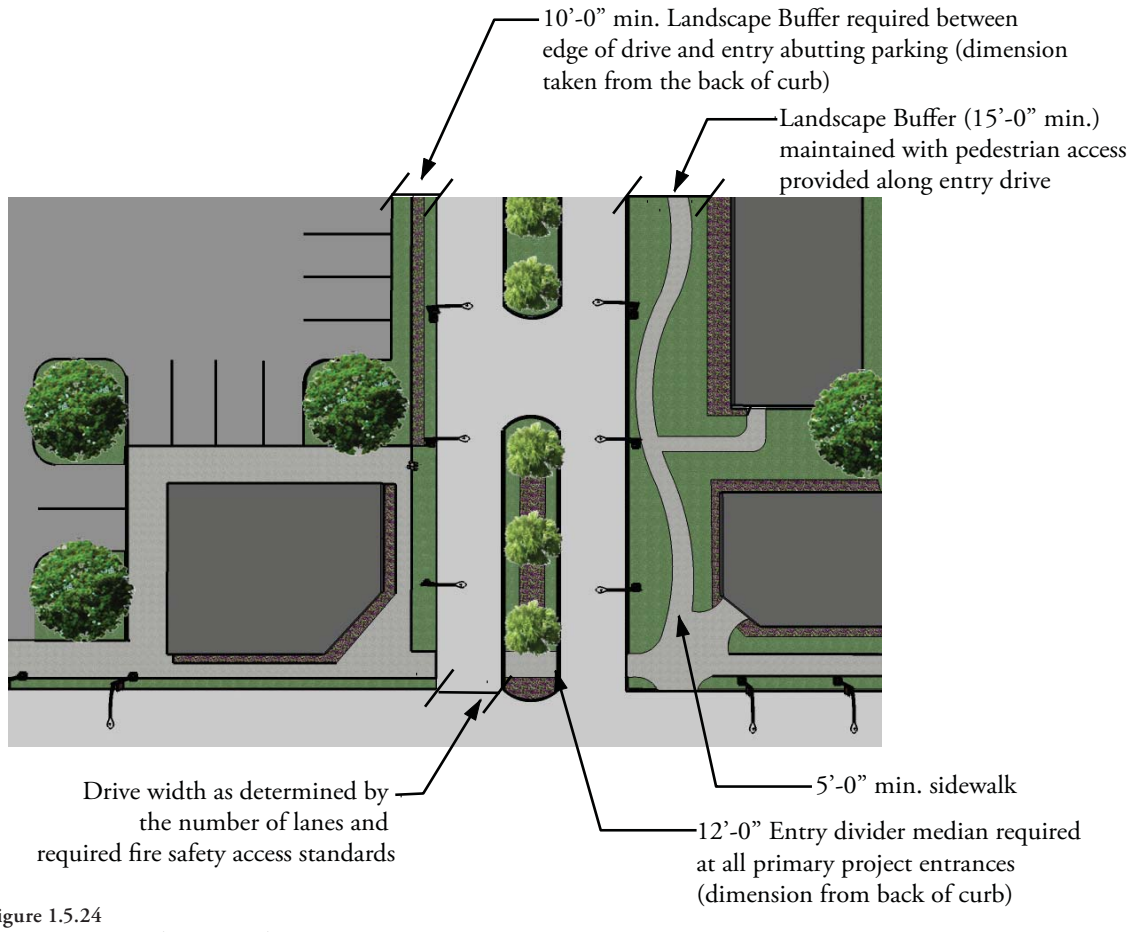


Figure 1.5.24
Primary Commercial Entry Landscape

1.5.25 Landscape within the ten-foot (10'-0") entry buffer strips shall be designed to accentuate the entry drive sequence and assist in providing orientation and direction to the vehicular driver.

1.5.26 Shrub landscape material within the ten-foot (10'-0") entry buffer strips shall provide opaque visual buffering of the adjacent parking areas. Shrub material shall be a minimum of thirty-six inches (0'-36") in height at the time of installation and shall be able to attain a minimum height of forty-eight inches (0'-48") within one year. A combination of canopy trees, palms, understory trees, shrubs and groundcovers shall be installed to provide visual interest to the entry drive approach.

1.5.27 Where pedestrian access is provided along the primary entry access drive, a minimum landscape buffer width of fifteen feet (15'-0") shall be provided to allow for a walkway to be inset into the landscape planting areas and to prevent the walkway from abutting the actual drive or interior parking area itself. All landscape buffer widths are exclusive of any proposed car overhangs (i.e., 2'-0" overhang + a 15'-0" buffer = 17'-0" minimum landscape buffer width) (see Figure 1.5.24).

Parking Area Landscape Guidelines

1.5.28 All parking aisles shall be terminated by a terminal landscape island.

1.5.29 All terminal islands shall be a minimum of fifteen feet (15'-0") in width, as measured from the back of curb. If a radial terminal island is proposed, the fifteen-foot (15'-0") dimension shall be measured from the midpoint of the adjacent parking space. No car overhangs shall be permitted over terminal islands.

1.5.30 All interior parking islands shall be a minimum width of ten feet (10'-0") (see Figure 1.5.32).

1.5.31 Interior parking islands shall be provided every ten (10) spaces. In the event that a run extends to up to twelve (12) spaces, relief will be provided to allow for the island to fall at the end of the twelfth space. *Note: Every effort must be made to design the parking area to accommodate interior and terminal parking islands on ten (10) space centers.*

1.5.32 All parking spaces abutting terminal or interior parking islands shall be ten feet (10'-0") in width to allow for door swing and pedestrian step out without encroaching in the landscape island (see Figure 1.5.32).

1.5.33 Interior diamond planter islands are not acceptable and shall not to be used (see Figure 1.5.33).

1.5.34 Interior parking median dividers shall be located between every third aisle of parking. All divider medians shall be a minimum width of ten feet (10'-0"), as measured from the back of curb. All landscape buffer widths are exclusive of any car overhangs proposed (i.e. 2'-0" overhang provided + 10'-0" minimum landscape buffer width) (see Figure 1.5.34).

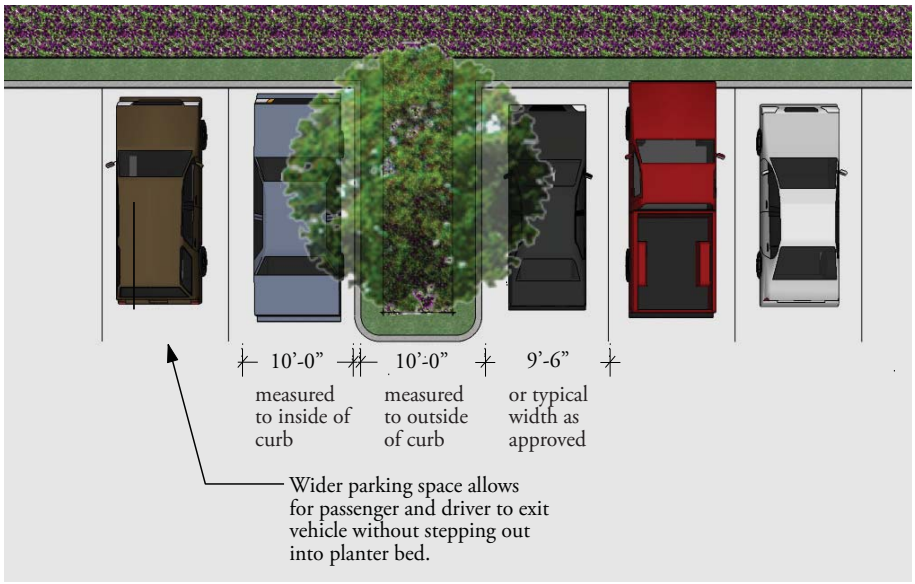


Figure 1.5.32
The minimum width of parking spaces located adjacent to planters shall be 10'-0".

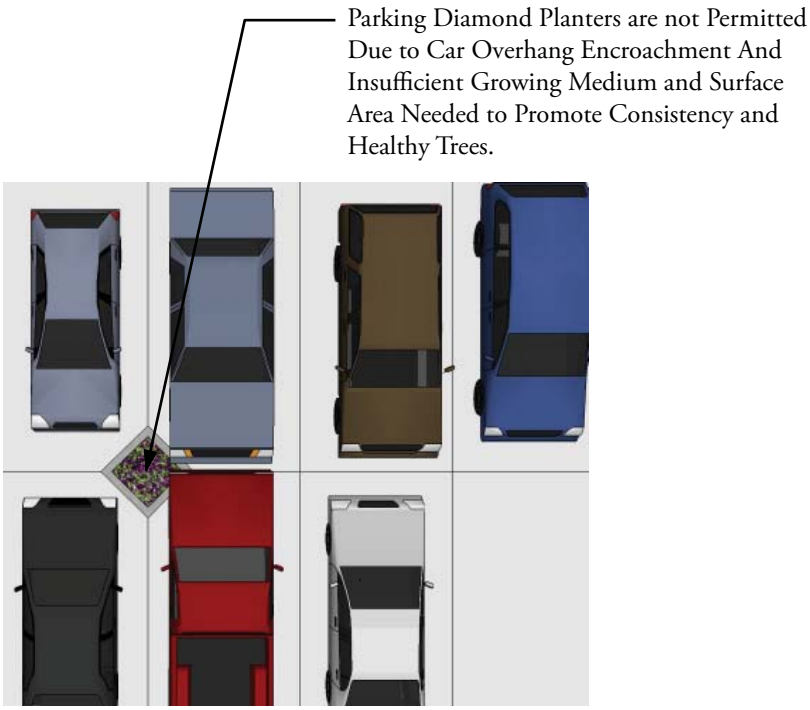


Figure 1.5.33
Interior diamond planters shall not be permitted.

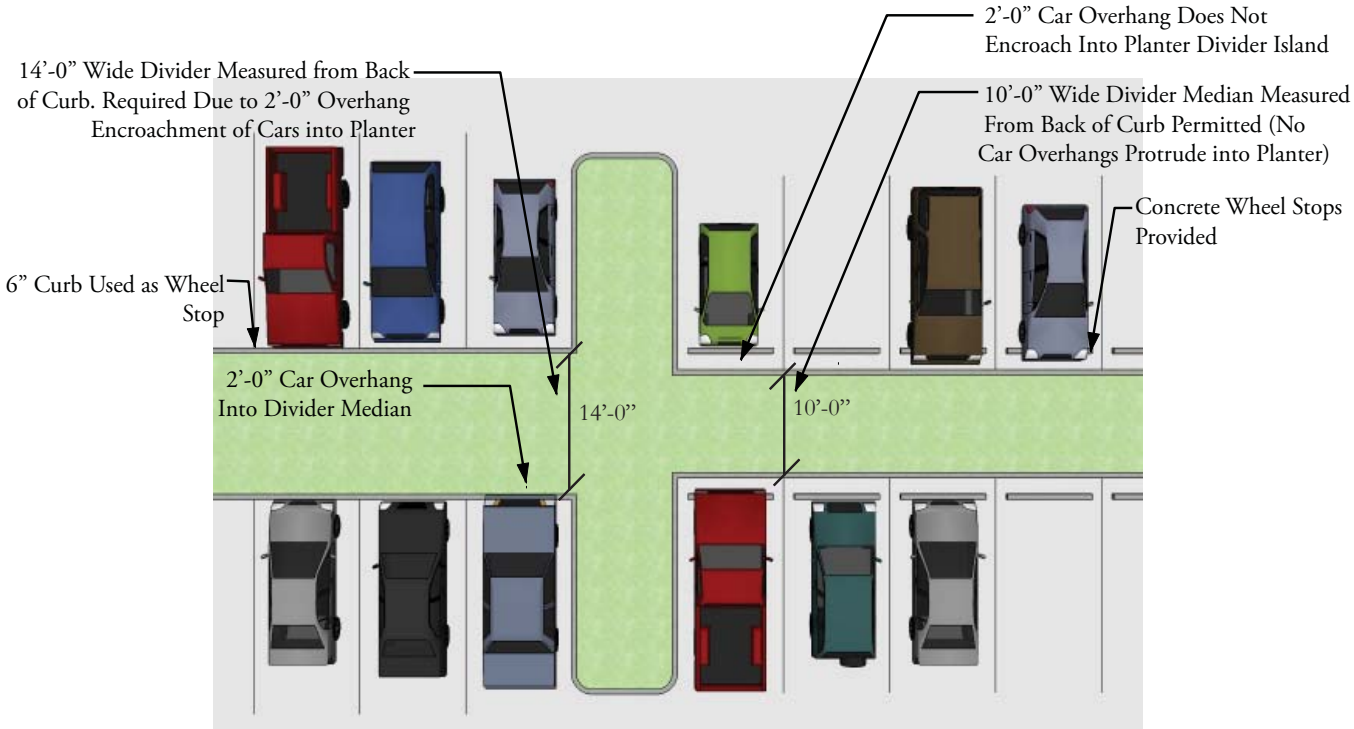


Figure 1.5.34
Interior parking islands shall account for bumper overhang.

1.5.35 Where pedestrian access is provided within the parking divider medians, a minimum landscape buffer width of twenty feet (20'-0") shall be provided to allow for a walkway to be inset into the landscape planting areas and to prevent the walkway from abutting the actual drive or interior parking area itself. All landscape buffer widths are exclusive of any car overhangs proposed (i.e. 2'-0"+ 20'-0" minimum landscape buffer width overhang provided = 22'-0" minimum landscape buffer width) (see Photo Exhibit 1.5.35).

"Permitted"

Photo Exhibit 1.5.35
A minimum twenty-foot (20'-0") wide landscape buffer shall be provided to allow for a pedestrian walkway.

1.5.36 All terminal and interior planter islands shall be landscaped with plant material selected from the approved plant list. A minimum coverage of fifty percent (50%) shall be provided throughout each island.

1.5.37 Each interior planter island shall be planted with a minimum of one (1) canopy shade tree (per parking row) measuring twelve feet high with a six foot spread (12'-0" ht. x 6'-0" spr.) as selected from the approved plant list (see Appendix B).

1.5.38 Each terminal planter island shall be planted with a minimum of one (1) canopy shade tree (per parking row) measuring twelve feet high with a six-foot spread (12'-0" ht. x 6'-0" spr.), one (1) understory tree (per parking row) or a cluster of palms (per parking row) measuring ten feet high with a five-foot spread (10'-0" ht. x 5'-0" spr.), as selected from the approved plant list (see Appendix B). The use of specimen palms in landscape islands is excluded from the 3:1 cluster requirement.

1.5.39 The maximum height of any shrub material in all terminal planter islands shall not exceed thirty-six inches (0'-36") at maturity.

1.5.40 All plant materials within twenty-four inches (0'-24") of the edge of terminal or interior parking islands is not to exceed twenty-four inches (0'-24") in height.

1.5.41 All planting islands, terminal islands, building planters, etc. are to be over excavated to a depth of three feet (3'-0") to remove all site fill soils, rock and deleterious materials and organics and all pavement subbase materials. All islands and planters are to be backfilled with soil material that provides positive drainage and promotes vigorous growth of installed plant materials (see Figure 1.5.41).

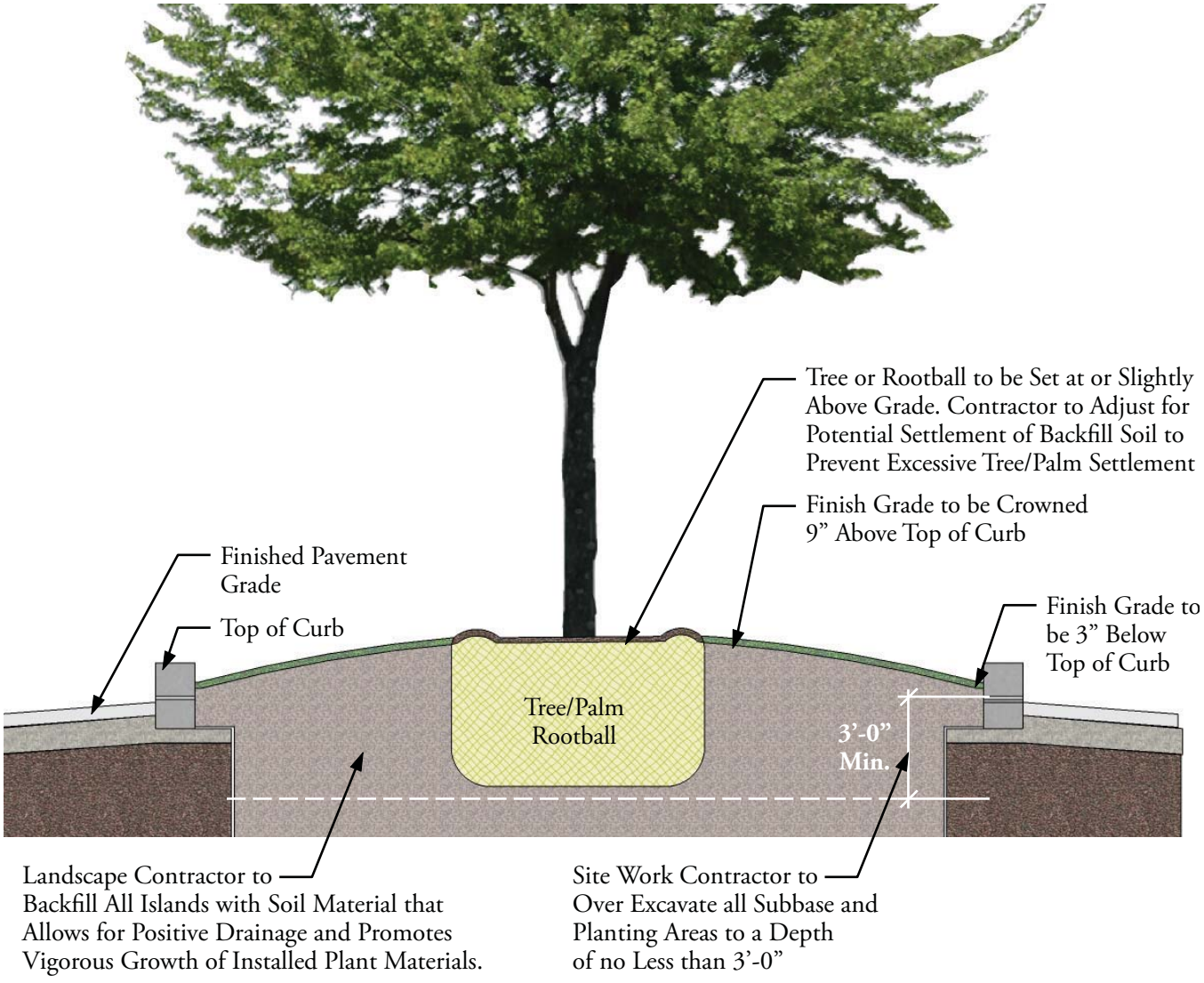


Figure 1.5.41
All planters shall be excavated to a minimum depth of (3'-0").

1.5.42 All parking islands and terminal end islands shall be backfilled and crowned to a height of nine inches (0'-9") above top of curb. Finish soil grade after planting shall be three inches (0'-3") below top of curb to allow for installation of mandatory two inch (0'-2") mulch bed depth (see Figure 1.5.42).

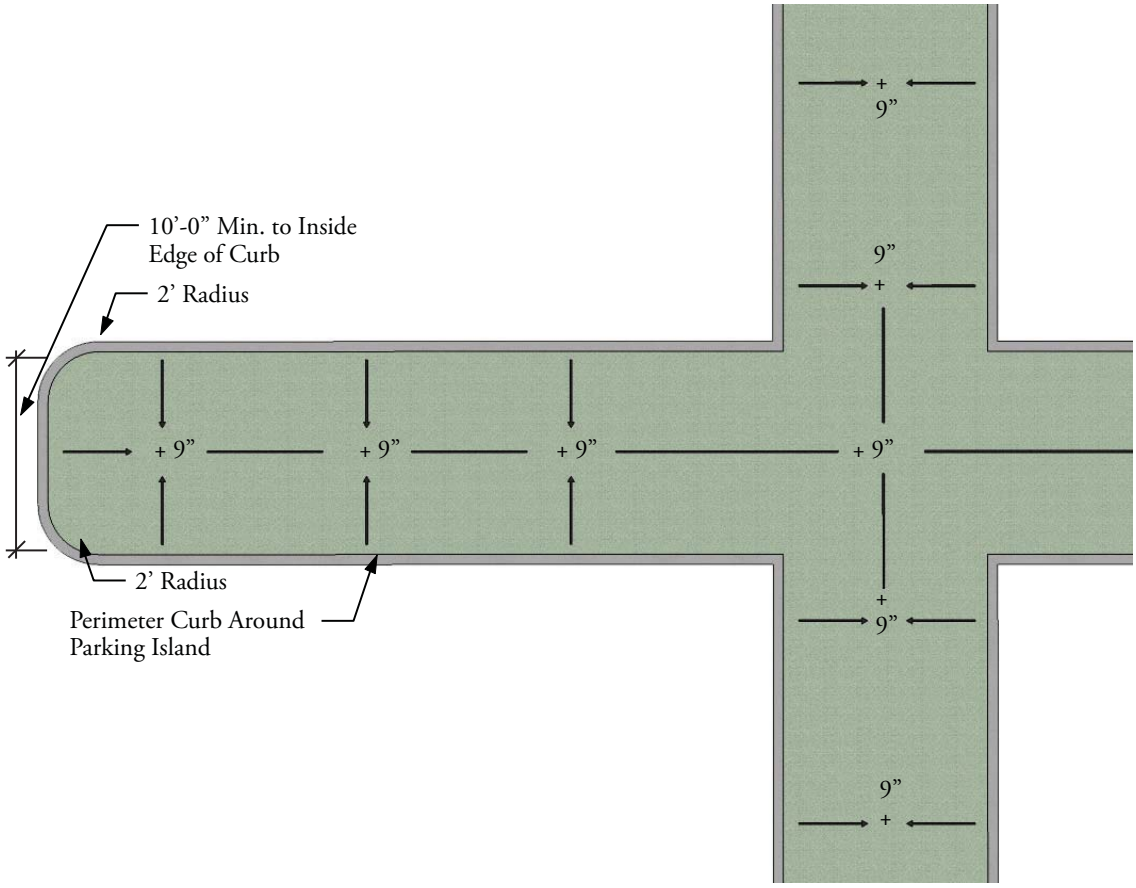


Figure 1.5.42
All parking islands shall be back filled and crowned.

1.5.43 All parking islands and terminal islands shall be saw cut at a minimum of five feet (5'-0") on center to a depth of the finished pavement surface to allow for drainage of islands. If the longitudinal slope of the island exceeds a four percent (4%) grade, PVC weep holes shall be installed at the low end of each island to prevent excessive buildup of irrigation water in island (see Figure 1.5.43).

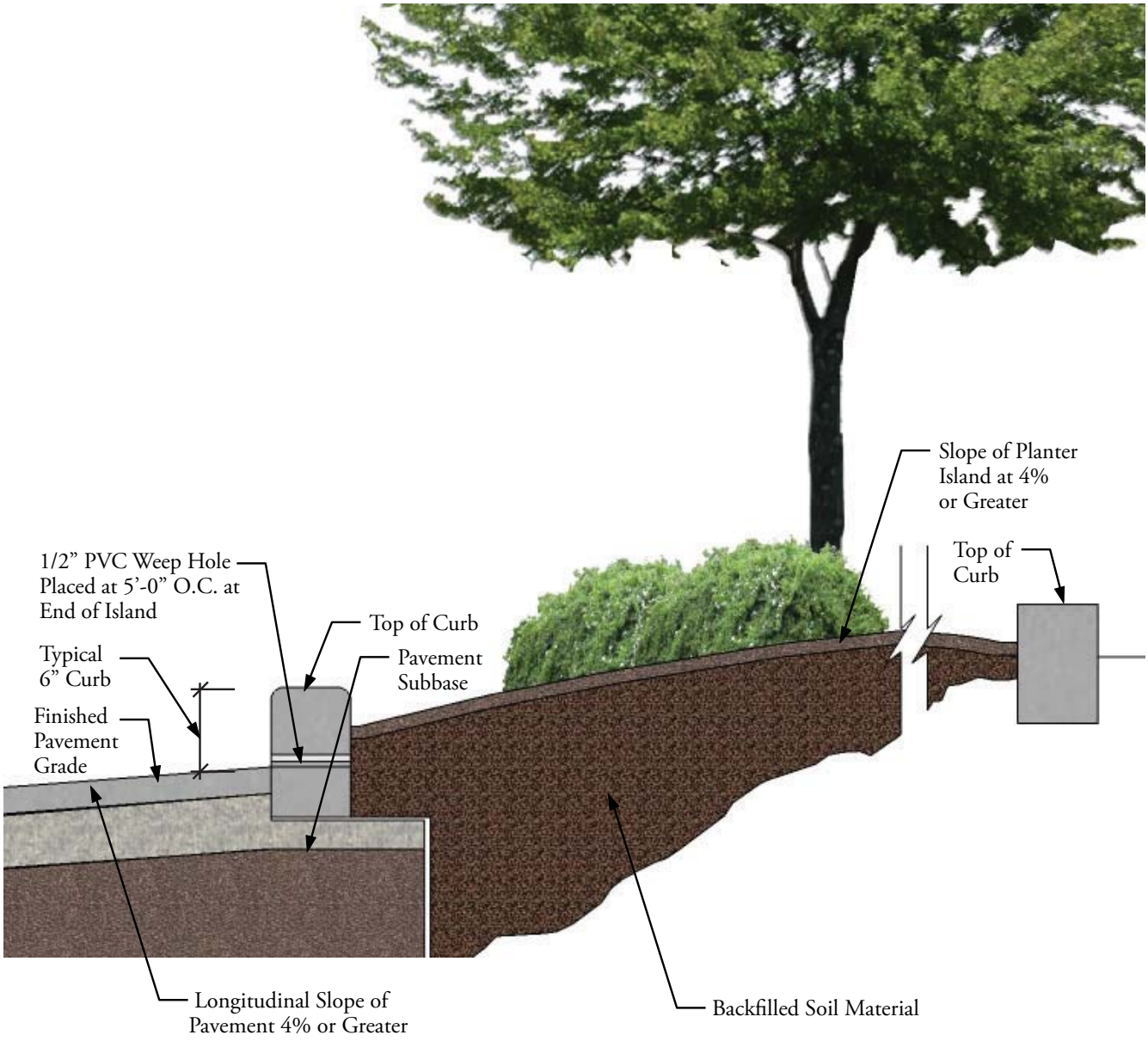


Figure 1.5.43
All parking islands shall be saw cut at a minimum of 5'-0".

1.5.44 All shrub material in planting islands is to be set back a minimum of two feet (2'-0") from back of curb to allow for ultimate growth of shrub materials. If the ultimate growth of the proposed plant material will exceed twenty-four inches (0'-24") in width, the offset distance of the shrub shall be increased to allow for full growth to prevent excessive pruning. Ground covers that are designed to attain one-hundred percent (100%) coverage of island or form a solid mass to back of curb is excluded (see Figures 1.5.44a and 1.5.44b).

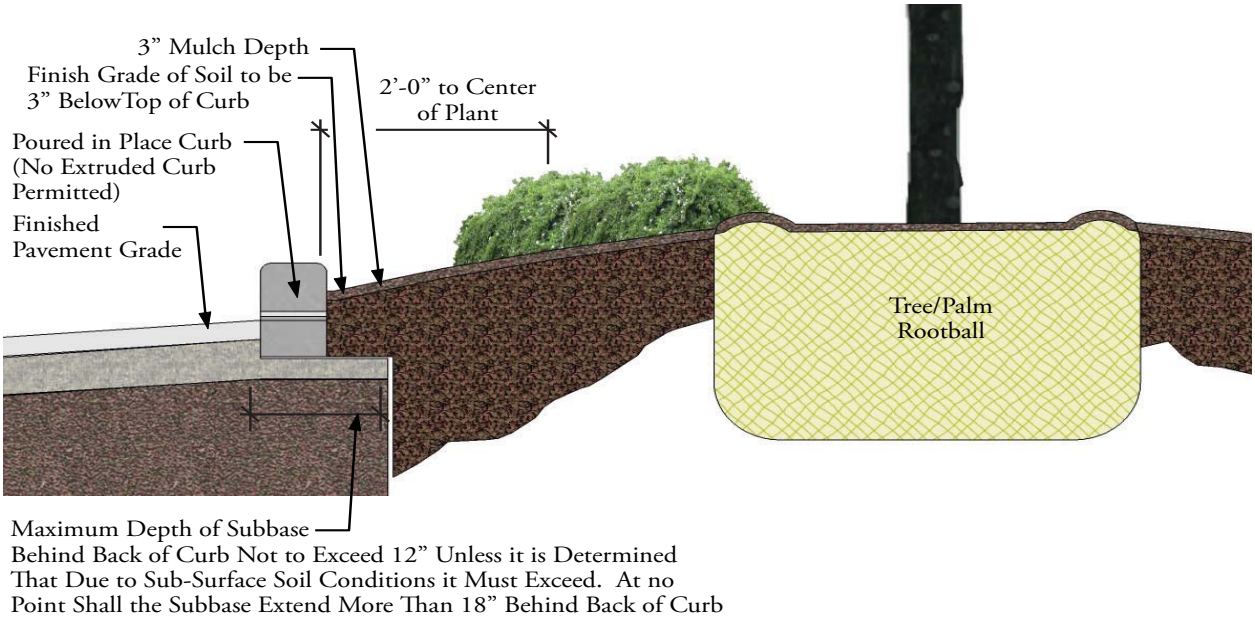


Figure 1.5.44a
All planting island material shall be set back 2'-0" from the back of curb.

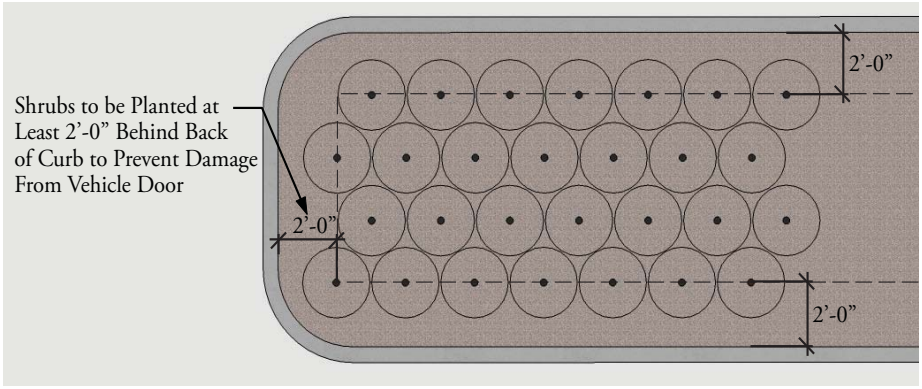


Figure 1.5.44b
Shrubs shall be planted 2'-0" from the back of curb.

Building Façade Zone Landscape Guidelines

The Building Façade Zone is located adjacent to any building, on all sides. The zone includes the Pedestrian Zone within the recommended setback. Special considerations for development in the areas can greatly increase the perceived quality of a commercial development due to its high visibility position.

1.5.45 Landscaping shall be considered an integral buffer to the overall design of the Building Façade Zone.

1.5.46 Foundational landscape in planters within the Building Façade Zone shall be comprised of shrubs, groundcovers and trees.

- Shrubs shall be limited to three feet (3'-0") in height.
- Trees shall be ornamental or shade trees.
- Tree branches shall be maintained to provide for a desired ten-foot (10'-0") clearance above the ground plane.
- Foundational plantings shall consist of evergreen shrubs and groundcovers. Large expanses of mulch are not desired.

1.5.47 Accent plantings within the Building Façade Zone shall be used to create a rhythm and aesthetic pattern of planting.

1.5.48 Irrigation systems shall be designed by a licensed landscape architect or others certified by the State of Florida to provide irrigation design services. Design and building contractors or others that do not posses a similar certification shall not be permitted to design irrigation systems.

1.5.49 Irrigation systems shall be installed in all Building Façade Zone planters.

1.5.50 All plants in the Building Façade Zone shall compliment and reinforce the character of the building while highlighting entrance features (see Photo Exhibit 1.5.50).

"Permitted"

Photo Exhibit 1.5.50
Landscape placement and sizes have been designed to accent architectural façades and highlight entrance locations.

1.5.51 The Building Façade Zone planters shall not interfere with the façade or pedestrian circulation.

1.5.52 Vegetation in the Building Façade Zone shall be designed so as to not block views through windows.

1.5.53 Seat walls, benches, perches, pedestrian scale lighting and waste receptacles shall be incorporated in the Building Façade Zone and the overall site plan.

1.5.54 The Building Façade Zone shall, when possible, connect open space and amenities, including play areas, plazas, public parks, green spaces, water features and focal points.

1.5.55 Large planter pots can substitute for planters in approved instances.

1.5.56 Wetland and upland trees shall be planted around the perimeters of any proposed wet or dry stormwater pond, at a ratio of three (3) trees per seventy-five (75) linear feet, or fraction thereof. Trees are to be grouped to create a natural massing appearance. A mixture of wetland tree species shall be used to create both visual and ecological diversity (see Photo Exhibit 1.5.56).

"Permitted"

Photo Exhibit 1.5.56
Grouped trees shall be planted surrounding retention ponds.

"Permitted"

Building façade pedestrian environment has been well designed. Layering of multiple sizes and masses of plantings create a good sense of human scale.

Permitted

"Permitted"

Pedestrian scale is reinforced through the use of small scale plantings that accent and compliment the architecture.

Not Permitted

"Not Permitted"

This planting design lacks any sense of pedestrian scale and has been designed to only provide vertical scale to the building façade.

"Permitted"

The pedestrian and vehicular streetscape environment has been addressed within this design. Sufficient tree offsets from both drive lanes and the sidewalk has been provided.

"Not Permitted"

The building façade lacks any landscape foundation planting to visually soften transition of building to parking lot.

Permitted

"Permitted"

Interior perimeter buffer with adequate buffer width, landscape shrub material and tree spacing to buffer adjacent commercial activities from neighboring commercial development.

Not Permitted

"Not Permitted"

Building façade is not addressed by landscape design. No vertical elements are provided to accent vertical façades or break up long façade expanses.

"Permitted"

Car overhang strip used to protect plant material from vehicle damage.

"Not Permitted"

Lack of buffering creates continuous concrete plane at commercial centers along roadways.

Permitted

"Permitted"

Building façade plantings create inviting pedestrian experience and accentuate architecture.

Not Permitted

"Not Permitted"

Building façade lacks any foundational planting at primary entrance to building.

"Permitted"

Various layering of trees and shrubs against the building façade help to provide human scale to the architecture.

"Not Permitted"

Lack of any building foundational planting makes this building appear imposing and harsh.

Permitted

"Permitted"

Planting designs that incorporate a multitude and variety of plants encourage buffering goals.

"Permitted"

Planting designs along R.O.W. that buffer commercial projects shall have continuous groundcover.

Not Permitted

"Not Permitted"

Plantings, as shown, represent what is currently permitted as "code minimum" by most cities. This design lacks any public streetscape appeal and portrays an image for the project as being low scale.

"Not Permitted"

The pedestrian environment and building frontage seen here lack any buffer landscape plantings.

1.6 Commercial Screening, Noise and Odor Abatement Design Principles and Guidelines

Design Principle

To improve the design and appearance of service areas and freestanding above ground utilities through better design and mitigation of negative visual, auditory and odorous service areas and activities.

Design Goals

- To completely screen all service areas, storage areas, exterior equipment (ground mounted or roof mounted), backflow and check-valve devices from public view with durable permanent materials. All screening shall be visually integrated into the overall character, theme and architectural design of the project.
- To design the screening to take into account the ability of the viewer to view from above the structure.
- To the extent possible, all service areas shall be designed to minimize noise during servicing. Use of sound insulating elements, plant material and/or other noise deadening materials shall be used.
- To provide sufficient means to remove and abate offensive odors from the public for all services areas, exterior equipment areas and storage areas.

Design Guidelines

1.6.1 All service areas and loading docks shall be prohibited from locations adjacent to any public or private external roadway, unless they are enclosed on all sides by the required screening materials.

1.6.2 All service areas shall be visually directed away from any adjacent residential zoned property.

1.6.3 All screening materials shall be a minimum of six feet (6'-0") in height for all refuse/dumpster enclosure areas and a minimum of eight feet (8'-0") in height for all service loading areas. This height may be increased at the request of the City staff to sufficiently screen any activity.

1.6.4 All screening materials shall be constructed of durable, permanent construction materials. Use of wood shall not be permitted as a perimeter visual screening material due to its high susceptibility to wood rot and vehicle damage. Wood shall be permitted to be used in the construction of decorative elements, such as a trellis or other visual screening structures, over an enclosure area (see Photo Exhibit 1.6.4).

"Not Permitted"

Photo Exhibit 1.6.4
Wooden fence/gate screen structures are not permitted due to high susceptibility to wood rot and damage by vehicles.

1.6.5 All service areas shall have a one-hundred percent (100%) visually opaque gate equal in height to the masonry screen structure, in accordance with the current land development code (see Photo Exhibit 1.6.5).

"Not Permitted"

Photo Exhibit 1.6.5
Transparent screening materials shall not be permitted since they are not visually opaque.

1.6.6 Chain link fence or barbed wire fence shall not be used in any screen enclosure or gate structure (see Photo Exhibit 1.6.6).

"Not Permitted"

Photo Exhibit 1.6.6
Chain link shall not be permitted as a screening material since it is not visually opaque.

1.6.7 All trash dumpsters, receptacles and compactors, service yard areas and exterior equipment shall be completely enclosed within a solid masonry wall that is constructed of similar material to the main building structure. If the building and structure are constructed of concrete masonry block ("CMU"), a final finish of stucco with a minimum applied thickness of five-eighths of an inch (0'-5/8") shall be provided. The screening structure shall be painted to match the primary structure. If the primary structure façade is constructed of brick, the screening structure shall be constructed of materials that are either identical to or visually similar in color, style and layout to the primary structure (see Photo Exhibit 1.6.7).

"Permitted"

Photo Exhibit 1.6.7
This service yard enclosure meets all requirements for perimeter screening with masonry wall, durable permanent metal gates and visual screening for viewers from above. This structure has been designed to be compatible with the building architecture.

1.6.8 All wall structures shall be designed to meet current State of Florida Wind Load Design Criteria, as defined by the current State of Florida Building Code.

1.6.9 Exterior façade detailing of any screen structure shall incorporate similar details to the primary structure including, but not limited to, wall caps, decorative molding, paint color schemes and stucco finishing (see Photo Exhibit 1.6.9).

"Permitted"

Photo Exhibit 1.6.9
This screening structure serves as a pedestrian accessible route as well as a buffer to the back of house, yard areas and rear parking fields.

1.6.10 All screen structure heights shall be constructed to completely screen all activities internal to the service areas (see Photo Exhibit 1.6.10).

"Permitted"

Photo Exhibit 1.6.10
This service yard enclosure meets all screening requirements and incorporates perimeter landscaping that will grow to buffer the structure.

1.6.11 No equipment shall extend beyond the top of the screen walls. If visible from a higher vantage point, all service areas and exterior equipment areas shall be designed to provide visual screening over the area itself. All vertical screening shall be constructed of durable permanent construction materials as well as finished and painted to match the primary structure or blend into the overall visual theme of the project (see Photo Exhibit 1.6.11).

"Not Permitted"

Photo Exhibit 1.6.11
Fence wall screen structures that allow visual exposure of stored materials.

1.6.12 All service areas shall provide dense plant material around the perimeter of all service area screen structures. A mixture of trees, shrub/hedge material and ground covers shall be installed to assist in both visual screening and sound abatement. Maintenance, pruning and replacement of dead plant material shall be the perpetual responsibility of the developer (see Photo Exhibits 1.6.12a and 1.6.12b).

"Not Permitted"

Photo Exhibit 1.6.12a
Structure is enclosed above and on all sides, but lacks perimeter landscape buffering to keep the structure from visually standing out.

"Permitted"

Photo Exhibit 1.6.12b
Appropriate screening includes vegetation of varying heights.

1.6.13 All service storage areas, including exterior landscape garden centers, shall provide complete and permanent visual screening of all stored materials, service vehicles and storage packaging materials (i.e. pallets, containers). No exterior storage or display of materials for purchase shall be permitted (see Photo Exhibit 1.6.13).

"Not Permitted"

Photo Exhibit 1.6.13
Fence wall screen structures that allow visual exposure of stored materials, exterior storage and display of purchase items shall not be permitted.

1.6.14 All screen areas shall be designed to completely drain and be interconnected to the storm drainage system, unless otherwise prohibited. All dumpster, compactor areas and service yard areas shall be provided with permanent water source hose bib connections to allow for regular cleaning of the service areas (see Photo Exhibit 1.6.14).

"Permitted"

Photo Exhibit 1.6.14
This loading zone area has been fully screened with perimeter walls tall enough to block views of trucks and loading equipment. Exterior materials have been repeated from architecture.

1.6.15 Repair and replacement of damaged structures will be the sole responsibility of the property owner. All damaged structures shall be immediately repaired or replaced in the event that they are damaged during service activities (see Photo Exhibit 1.6.15).

"Not Permitted"

Photo Exhibit 1.6.15
Screen enclosure structure that is in disrepair does not provide sufficient visual screening.

1.6.16 No temporary or permanent outdoor storage or "for sale" products shall be permitted, unless these areas are currently defined in size and material at the time of site development plan approval (see Photo Exhibits 1.6.16a and 1.6.16b).

"Not Permitted"

Photo Exhibit 1.6.16a
The outdoor storage of for sale goods shall be prohibited due to the visual blight conditions that are created.

"Not Permitted"

Photo Exhibit 1.6.16b
Outdoor storage or display of items or goods "for sale" shall not be permitted due to visual blight condition that is created.

1.6.17 Outdoor storage of palette sales items, such as mulch, soils and fertilizers, shall be specifically prohibited (see Photo Exhibit 1.6.17).

"Not Permitted"

Photo Exhibit 1.6.17
Outdoor storage of "for sale" goods on temporary structures, such as stacked walls and outdoor palettes, shall be prohibited.

1.6.18 Permanent outdoor storage of shopping carts shall be specifically prohibited. Temporary storage of carts shall have screen enclosures and be made of durable permanent materials that are architecturally consistent with the structure of the building. Enclosures constructed of chain link fencing, plastic and/or wood materials shall be specifically prohibited. Display of advertisement on any cart enclosed area shall be specifically prohibited (see Photo Exhibits 1.6.18a and 1.6.18b).

"Not Permitted"

Photo Exhibit 1.6.18a
Open view storage of shopping carts shall be prohibited.

"Not Permitted"

Photo Exhibit 1.6.18b
Cart storage that is unscreened shall be specifically prohibited.

1.6.19 All parking lot cart corrals shall be temporary daytime storage only. No overnight or permanent storage shall be permitted. All cart corrals shall be fully screened with a solid forty-eight inch (0'-48") masonry wall with decorative cap. Cart corrals shall be to be located between two (2) parking planter islands and meet the design and dimensional criteria (see Figures 1.6.19a and 1.6.19b).

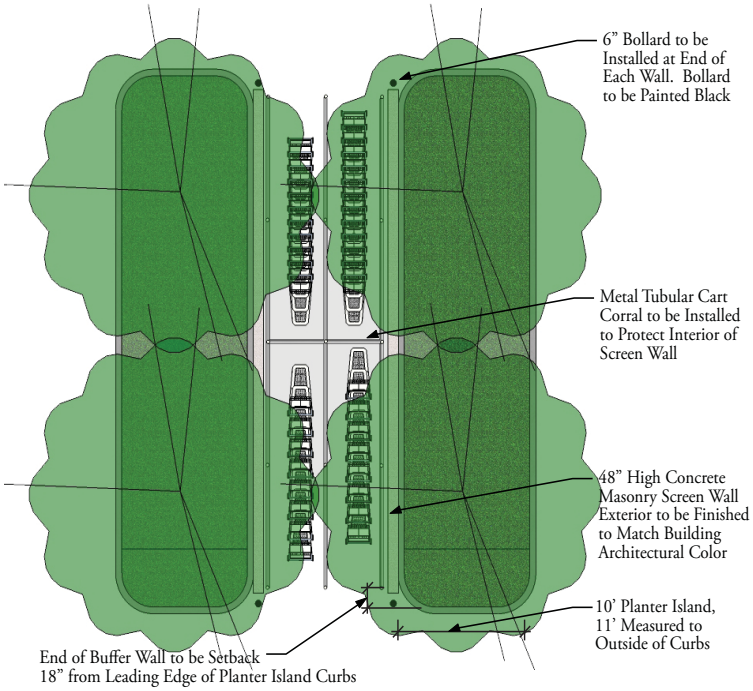


Figure 1.6.19a
Plan view of shopping cart screening structure.

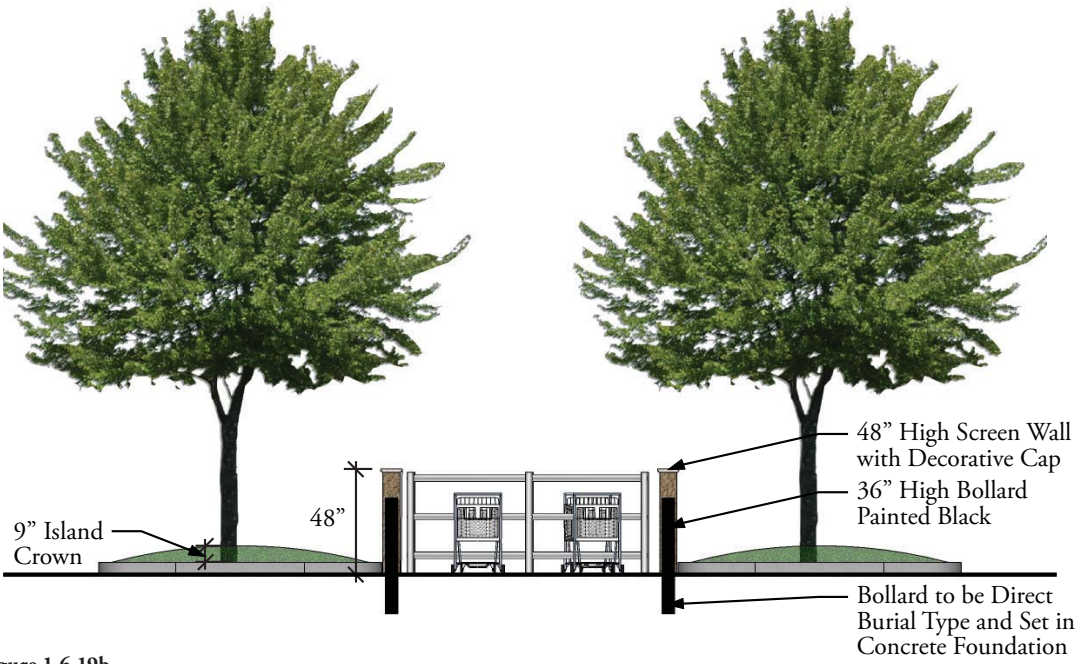


Figure 1.6.19b
Carts shall be screened from open view.

1.6.20 The outdoor storage of vending machines, newspaper dispensers or other flyer vending stands shall be specifically prohibited, unless fully screened from public view, public rights-of-ways and vehicular entry drives (see Photo Exhibit 1.6.20).

"Not Permitted"

Photo Exhibit 1.6.20
Unscreened exterior vending machines and sales displays shall not be not permitted.

1.6.21 Construction of non-permanent outdoor display structures or spaces shall be prohibited (see Photo Exhibit 1.6.21).

"Not Permitted"

Photo Exhibit 1.6.21
Non-permanent outdoor display structures or spaces shall be prohibited.

SECTION 1: COMMERCIAL DEVELOPMENT

1.7 Commercial Lighting Principles and Guidelines

Design Principle

The lighting design of a project should be designed to visually enhance the overall aesthetic appearance of a project and the streetscape, provide safe and efficient lighting for both pedestrian and vehicular users, and avoid obtrusive light overspill onto adjacent properties (see Appendix C: Dark-Sky Model Lighting Ordinance). Additionally, the lighting design of a project should be used to accentuate key architectural elements where deemed appropriate. Lighting should not be used as a direct or indirect means to advertise or draw specific attention to a project or commercial building façade.

Design Goals

- To provide adequate levels of lighting which provides safe vehicular maneuvering and pedestrian circulation within a property.
- To promote lighting designs that visually complement the overall project theme by selection of lighting poles and fixtures that are in the architectural style, period and aesthetic character of the project.
- To incorporate a variety of lighting levels to address different types and areas of lighting (i.e. vehicular area, pedestrian area, architectural accent lighting, and landscape accent lighting).
- To encourage lighting designs that accentuate key architectural elements where deemed appropriate. Lighting should not be used as a direct or indirect means to advertise, or draw specific attention to, a project or commercial building façade.
- To prevent off-site light spill-over.

Design Guidelines

1.7.1 All lighting and electrical connections shall be underground. No above ground aerial wiring shall be permitted.

1.7.2 All electrical conduit and sleeving shall be coordinated and adjusted outside all proposed landscape areas and tree rootballs to the extent possible.

1.7.3 All light fixtures including security lighting shall be cutoff fixtures and should be incorporated as an integral design element that complements the design of the building and project through its design style, materials and color (see Appendix C: Dark-Sky Model Lighting Ordinance).

1.7.4 All lighting on buildings shall be designed to provide wall or ground wash only, or up light only. Lighting on buildings shall not be designed to highlight project site elements within parking areas (see Appendix C: Dark-Sky Model Lighting Ordinance).

1.7.5 All cutoff fixtures shall not have more than one percent (1%) of lamp lumens above horizontal (see Appendix C: Dark-Sky Model Lighting Ordinance).

1.7.6 All sag lenses, drop lenses and convex lenses shall be prohibited (see Appendix C: Dark-Sky Model Lighting Ordinance).

1.7.7 Illumination levels at all property lines shall not exceed one-half (.5) footcandles ("f.c.") when the building or parking areas are located adjacent to residential areas, and shall not exceed one (1.0) f.c. when abutting other non-residential properties. House-side shields and other cutoff reflectors shall be incorporated into the lighting design to meet this design standard (see Appendix C: Dark-Sky Model Lighting Ordinance).

1.7.8 All lighting within parking and pedestrian areas shall be coordinated with the landscape tree plan to prevent canopy conflicts with the proposed or existing trees.

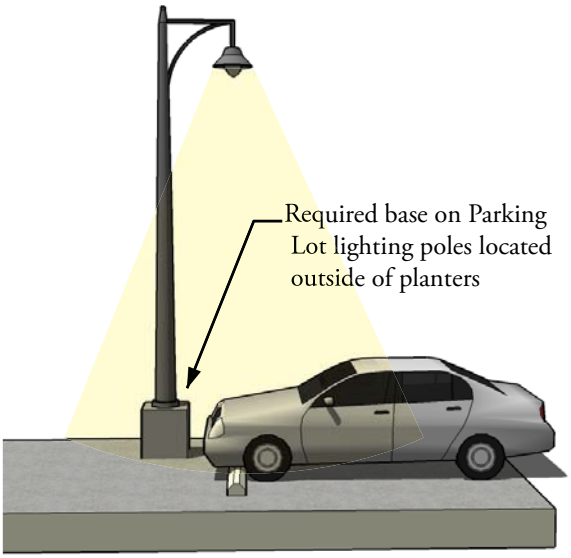
1.7.9 A lighting time control panel and photocell shall be provided on all new lighting systems to provide automatic system shut-off after ordinary business hours. Full system shut-off excludes security lighting elements.

1.7.10 Parking area light poles may be placed outside of parking islands as long as the poles are located in an area that is protected or the pole foundation has been designed to accept minimal levels of vehicular impact. All exposed pole foundations shall be aesthetically designed to match the detailing of the primary structure (i.e. stucco finished with matching paint color) and shall be surrounded by a six-inch (0'-6") foundation curb (see Figure 1.7.10).

1.7.11 All lighting poles shall be located a minimum of two feet (2'-0"), as measured from the back of the curb within driveways and access aisles, and a minimum of four feet (4'-0"), as measured from the back of the curb for all primary access/entry drives and accessible abutting public R.O.W.s (refer to City of Jacksonville Roadway Engineering Design Standards for all applicable standards for design within public R.O.W.s).

1.7.12 To provide lighting that limits distortion of colors of the building, landscape and pedestrian activity areas, all lighting lamp sources within parking and pedestrian areas shall be metal halide or compact fluorescent.

1.7.13 To provide lighting within a parking area(s) that is more pedestrian in scale, prevents extended views from off-site residents and extends streetscape views, the maximum light pole height in all parking areas should not exceed thirty feet (30'-0"). Lighting foot-candle levels over a parking area have not been addressed as part of these design guidelines (refer to the City of Jacksonville Land Development Codes for lighting level standards).



"Permitted"

Figure 1.7.10
Required base on parking light pole.

1.7.14 To provide appropriate lighting within a pedestrian area(s), the maximum light pole heights in all parking areas shall not exceed fifteen feet (15'-0"). A combination of International Dark-Sky Association ("IDA") permitted pole lights, bollard lighting and landscape accent lighting shall be strongly encouraged (see Appendix C: Dark-Sky Model Lighting Ordinance and Figure 1.7.14(1) and Figure 1.7.14(2)).

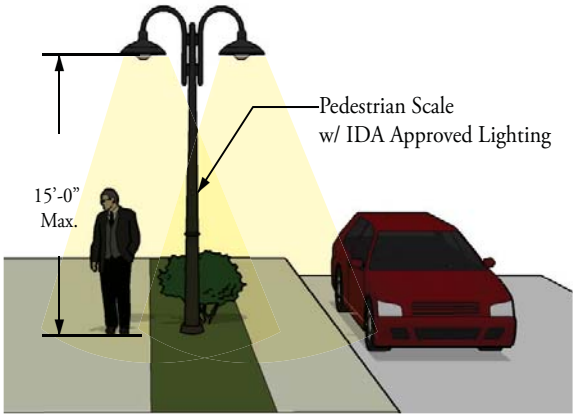


Figure 1.7.14(1)
Pedestrian and vehicular lighting fixtures with IDA approval.

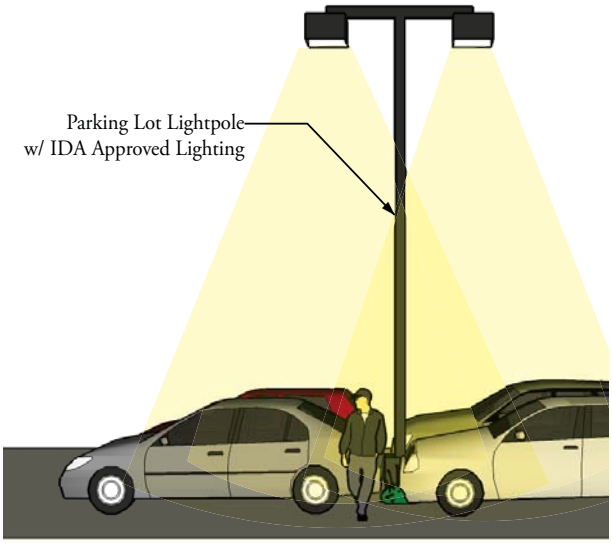


Figure 1.7.14(2)
Vehicular lighting with IDA approval.

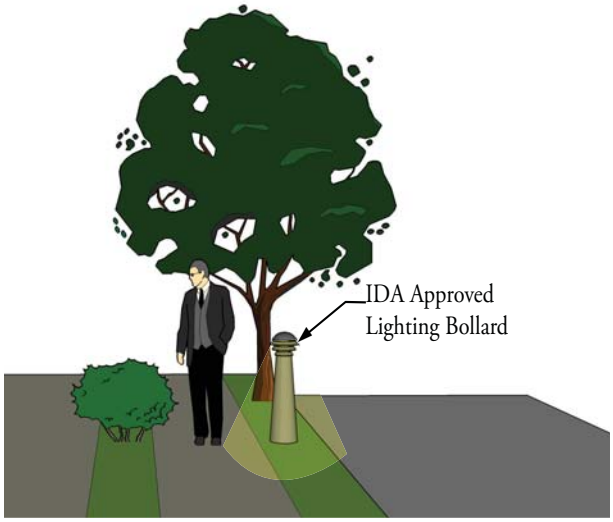


Figure 1.7.15(2)
Bollard lighting style.

1.7.15 Pedestrian lighting plans shall incorporate a combination of pole lights, bollard lighting and landscape accent lighting (see Figures 1.7.15(1), 1.7.5(2), and 1.7.15(3)).

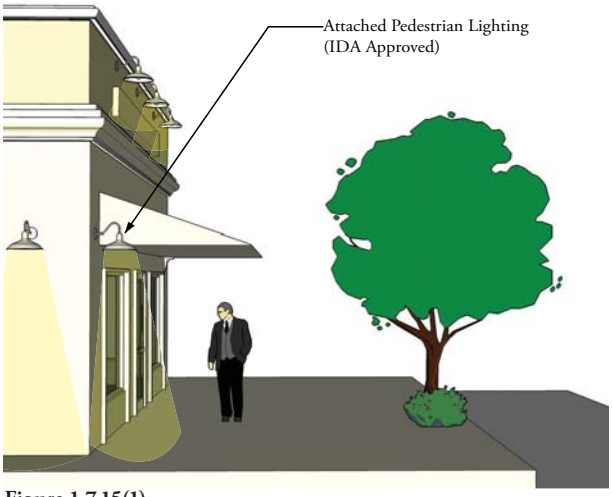


Figure 1.7.15(1)
Wall mounted lighting style.

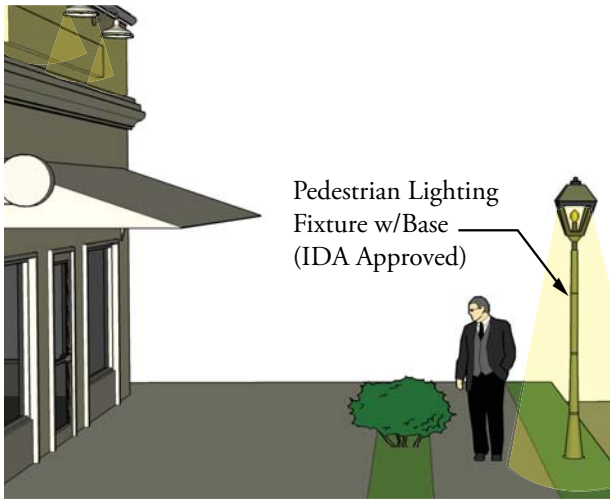


Figure 1.7.15(3)
Pedestrian scale lighting style.

1.7.16 An exterior lighting design plan for each project, including a photometrics plan, pole and fixtures schedules and a statement certifying that the design meets all design guideline compliance standards shall be submitted for review and approval by the zoning department as part of the project site plan approval.

1.7.17 Prior to issuance of a certificate of occupancy, a letter shall be submitted by a professional engineer or other qualified professional certifying that the design meets all foot-candle criteria and other design compliance standards.

1.7.18 The property owner shall replace all light poles and fixtures within a thirty (30) day period following any damage and replace all bulbs or lamps elements within ten (10) days of it becoming burned out.

1.7.19 The property owner should perform continuous inspection of the lighting system, poles, foundations, pole bases etc., and provide all necessary maintenance, repair and improvements (resurfacing and painting) to these elements in perpetuity to maintain a neat and clean appearance.

Permitted

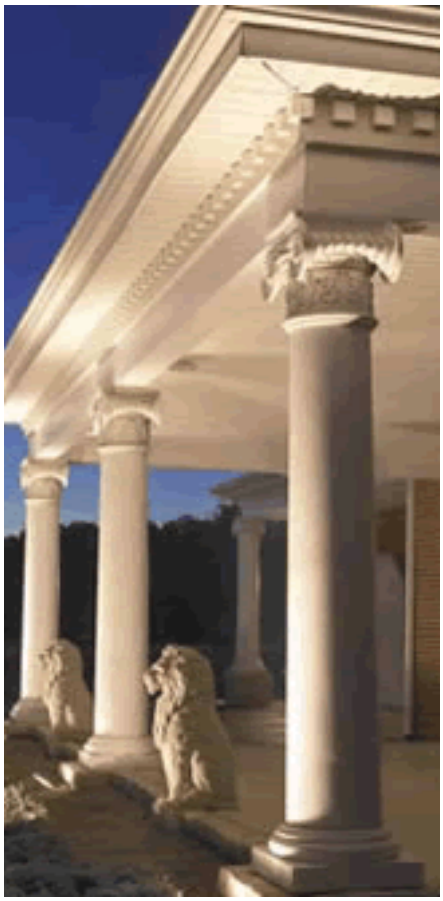
"Permitted"

Lighting poles shall be protected in parking lots.

"Permitted"

Parking lot poles shall be protected in landscape planters.

Not Permitted



"Not Permitted"

Lighting shall not be aimed up at the sky.

Permitted

"Permitted"

Lighting shall be shielded.

"Permitted"

This downward facing light illuminates the parking lot without causing glare.

Not Permitted

"Not Permitted"

Lighting shallnot be double mounted.

"Not Permitted"

Lighting shall not cause glare.

Permitted

"Permitted"

Architectural lighting that is utilized to highlight the entrance of a building is an effective means of illumination.

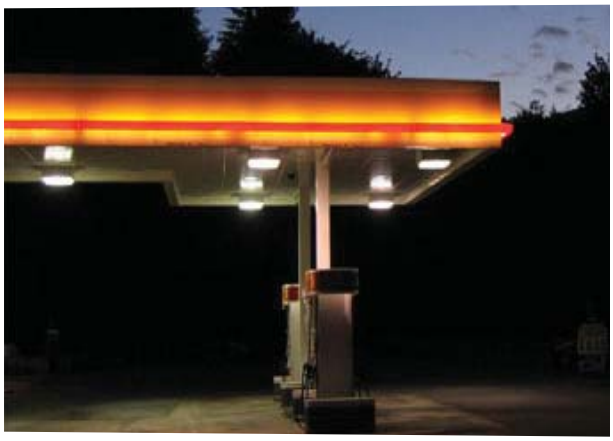
Not Permitted

"Not Permitted"

Sconces that illuminate architecture upwards creates unnecessary glare and light pollution.

"Permitted"

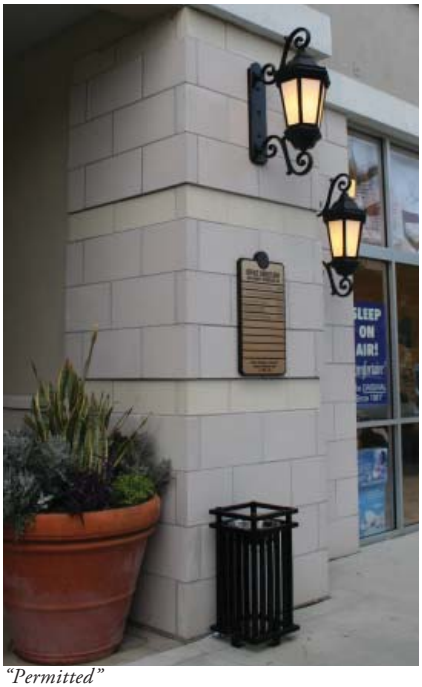
Recessed lighting creates a well lit space without causing glare.



"Not Permitted"

Lighting shall not be mounted on the sides of canopies. It causes unnecessary lighting pollution. Under canopy lighting shall be recessed as well.

Permitted



"Permitted"

Lighting shall be placed at pedestrian entrances and exits to encourage wayfinding.

"Permitted"

Globe fixtures result in glare and light pollution, as they emit light in all directions and are not recessed.

Not Permitted

"Not Permitted"

Architectural lighting does not need to be at an extremely high wattage to be effective.

"Not Permitted"

Car dealerships shall not engage in excessive lighting of their product.

SECTION 1: COMMERCIAL DEVELOPMENT

1.8 Redevelopment Principles and Design Guidelines

Design Principle

The urban city is constantly evolving and must be able to adapt to meet changing needs. The dynamic needs of a city provide the opportunity for redevelopment of blighted areas, sites and individual land uses. The redevelopment process should be promoted, encouraged and facilitated to maintain the quality and economic viability of a city. The following redevelopment guidelines are intended to serve as a catalyst for the improvement of existing projects as well as emerging redevelopment efforts.

The City of Jacksonville needs to work with private sector developers to guide urban infill and redevelopment projects. A relationship between the city and such developers creates favorable conditions for redevelopment, reducing periphery sprawl and decreasing the continued costly growth of infrastructure associated with sprawl. The general intent of these infill and redevelopment guidelines is to encourage and improve the quality of unique redevelopment projects. Favorable for cities, these projects can create a more aesthetically pleasing and economically functional commercial site. They also serve as an economic engine for improvements to existing aging infrastructure. These guidelines are aimed at defining incentives and considerations offered to developers who create quality redevelopment and infill projects.

Design Goals

- To promote redevelopment efforts of existing blighted properties to improve the physical condition and visual appearance of the City.
- To assist in recapturing the functional commercial value of unimproved properties to better serve the public and immediate surrounding communities in which they are located.
- To recapture the lost economic tax base of condemned, non-functional, or under utilized properties.
- To promote redevelopment efforts that improve public safety and reduce crime through improved design.
- To improve physical relationships of opposing land uses that have been developed previous to current land development regulations.
- To create catalyst projects that spur re-growth and urban infill projects.

Applicability: These guidelines and standards shall apply to any commercial infill, redevelopment, and major rehabilitation project that occurs within the Jacksonville City Limits. (See Glossary for definitions).

Design Guidelines

As an incentive catalyst to encourage rehabilitation and redevelopment of existing commercial developments the following redevelopment design guidelines have been developed. The guidelines have been broken down as follows:

1.8.1 Commercial Rehabilitation Design Guidelines
1.8.2 Commercial Redevelopment Design Guidelines
1.8.3 General Design Guidelines

1.8.1 Commercial Rehabilitation Design Guidelines

Rehabilitation shall be defined as the revitalization of an existing project whereby seventy percent (70%) of the primary existing structure(s) are left substantially intact, and only up to thirty percent (30%) of the structure(s) are proposed to be removed and rebuilt either in the same location or elsewhere on site, and/or whereby the existing façades and structures are redesigned or refurbished to accommodate new or existing tenants with no net gain in overall square footage or trip generation of the project.

1.8.1a All rehabilitation plans will be required to be submitted to the City for Development review and approval, but unless deemed necessary by the zoning manager, shall be exempt from formal City Commission review and approval. By the nature of the project being considered "Rehabilitation" it is assumed that it has a prior entitlement vesting and those thresholds as originally approved will not be exceeded.

1.8.1b Commercial developments that wish to upgrade and improve the exterior façades of the existing development are encouraged to comply, but are exempt from the proposed architectural design guidelines as set forth in Section 1.2 and 1.3 of this document with the exception of the following:

- Façade articulation and fenestration redesign must comply with Section 1.2.2a
- Design of all parapet wall structures must comply with Section 1.2.2c
- Design of all primary building entries must comply with Section 1.2.2n
- Substantial modification of exterior walls and windows will require compliance with Section 1.2.2

1.8.1c Façade parapet walls may be excluded from the rear of all building structures as long as the applicant can show that no roof mounted HVAC systems are in view of any public roadway, adjacent residential development, or on-site residential development.

1.8.1d Fenestration of exterior walls to convey a break in plane may be accomplished by means of exterior application of materials to provide "built-up" projecting ribs or visual off sets in the exterior façade. All exterior "built-up" materials must be integrally connected to the building façade, and are not permitted to be constructed of superficially applied trim, EFIS or similar materials, graphics, veneered or painted. All materials shall be constructed of durable permanent construction materials.

1.8.1e Projects that are currently deemed to be non-compliant with current land development parking code requirements shall be exempt from meeting current required parking ratios as long as the existing parking area is resurfaced and reconfigured in such a way to close internal parking area curb openings that are deemed to be unsafe to the current flow of traffic or vehicle stacking distances at primary project entrances.

1.8.1f In the event that the existing development has parking that is substantially in excess to what is required by code, the applicant will be required to provide interior parking islands, or as an option, increase the frontage or interior perimeter buffers to lose excess parking and create additional pervious site area. This additional pervious site area, if located along any site perimeter other than a public right-of-way frontage may be used for stormwater pre-treatment, but must meet the littoral planting requirements as set forth in Section 1.1 of the document.

1.8.1g Projects that have excess parking are strongly encouraged to reallocate dimensional space from the parking areas to the fronts of the buildings to create additional pedestrian plaza and walkway areas that accommodate façade and foundation planters, seating areas and larger entry approaches in front of primary building entrances.

1.8.1h A twenty percent (20%) reduction in required parking may be requested at the time of application to allow for the creation of additional pedestrian plaza and walkway areas that accommodate façade and foundation planters, seating areas and larger entry approaches in front of primary building entrances. An additional 10% reduction in require parking may be request for the creation of an improved cross access connection to an adjacent commercial site that meets other design criteria.

1.8.1i Rehabilitation projects are not exempt from meeting the current landscape code requirements for interior perimeter buffers as set forth in Section 1.5 of this document, but will be required to meet the requirements for any landscape buffers that abut public right-of-ways. Refurbishment of interior landscape buffers will be required to be met, and will be subject to all landscape requirements that were approved as part of the original development approval.

1.8.1.j Buffering and screening of dumpsters, refuse areas, loading docks or other loading areas will be required to be designed in compliance with Section 1.6 of this document unless it can be shown by the applicant that it is dimensionally infeasible to construction such buffer walls and landscape buffers.

1.8.2 Commercial Redevelopment Design Guidelines

Redevelopment shall be defined as the revitalization or reconstruction of an existing project whereby more than thirty percent (30%) of the existing project is impacted due to reconstruction, reconfiguration or introduction of new buildings. Redevelopment of a project site may include the introduction of new land uses not previously permitted as part of the original development approval, and will be subject to review, and zoning action approval through the City. By the nature of the project being considered "Redevelopment" it is assumed that the overall site design, project program, or previous project entitlements have been modified in such a way that it would be considered a major change to the original development approval that may effect the original concurrency thresholds of the previously vested project, or present some other additional impact, to surrounding projects, roadway systems, or public facilities.

1.8.2a All redevelopment plans will be required to be submitted to the City for Development review and approval, and if deemed as a substantial change to the original development approval by the zoning manager, shall be required to pursue and receive City Commission review and approval.

1.8.2b Commercial developments must comply with the proposed architectural design guidelines as set forth in Section 1.2 and 1.3 of this document.

1.8.2c Fenestration of exterior walls that remain to convey a break in plane may be accomplished by means of exterior application of materials to provide "built-up" projecting ribs or visual off sets in the exterior façade. All exterior "built-up" materials must be integrally connected to the building façade, and are not permitted to be constructed of superficially applied trim, EFIS or similar materials, graphics, veneered or painted. All materials shall be constructed of durable permanent construction materials.

1.8.2d Projects that are currently deemed to be non-compliant with current land development parking code requirements shall be exempt from meeting current required parking ratios as long as the degree of non-compliance is reduced by twenty percent (20%) and the existing parking area is resurfaced and reconfigured in such a way to close internal parking area curb openings that are deemed to be unsafe to the current flow of traffic or vehicle stacking distances at primary project entrances.

1.8.2e Projects will be exempt from meeting interior parking island requirements where it is deemed dimensionally infeasible to provide parking islands without substantial loss of required parking. Terminal row parking islands are not exempt and will be required to be installed per the landscape design standards as set forth in Section 1.5 of this document.

1.8.2f In the event that the existing development has parking that is substantially in excess to what is required by code, the applicant will be required to provide interior parking islands, or as an option, increase the frontage or interior perimeter buffers to lose excess parking and create additional pervious site area. This additional pervious site area, if located along any site perimeter other than a public right-of-way frontage may be used for stormwater pre-treatment, but must meet the littoral planting requirements as set forth in Section 1.1 of the document.

1.8.2g Projects that have excess parking are required to reallocate dimensional space from the parking areas to the fronts of the buildings to create additional pedestrian plaza and walkway areas that accommodate façade and foundation planters, seating areas and larger entry approaches in front of primary building entrances.

1.8.2h A twenty-five percent (25%) reduction in required parking may be requested at the time of application to allow for the creation of additional pedestrian plaza and walkway areas that accommodate façade and foundation planters, seating areas and larger entry approaches in front of primary building entrances. An additional ten percent (10%) reduction in require parking may be requested for the creation of an improved cross access connection to an adjacent commercial site that meets other design criteria.

1.8.2i Redevelopment projects that do not have excess parking are not exempt from meeting the current landscape code requirements for interior perimeter buffers as set forth in Section 1.5 of this document, but will be required to meet the requirements for any landscape buffers that abut public right-of-ways. Refurbishment of interior landscape buffers will be required to be met, and will be subject to all landscape requirements that we approved as part of the original development approval.

1.8.2j Buffering and screening of dumpsters, refuse areas, loading docks or other loading areas will be required to be designed in compliance with Section 1.6 of this document unless it can be shown by the applicant that it is dimensionally infeasible to construct such buffer walls and landscape buffers and the problem is not avoidable.

1.8.3 General Design Guidelines

1.8.3a Removal of mature planted trees within perimeter landscape buffers or interior parking areas is specifically prohibited as part of any rehabilitation or redevelopment project unless it is specifically approved by the City as part of the redevelopment application. Just cause must be provided as to why the mature tree material should be removed. A tree mitigation plan that outlines the proposed removal and reinstallation of new tree materials will be required to be submitted at time of redevelopment application. The level of mitigation required shall be at the discretion of the zoning manager based on the level of the infraction and quality of the trees removed, but at no time shall the provision of reinstallation be less than two (2) times the removed caliper size for trees between six inches (0'-6") and ten inches (0'-10") in caliper, and three times the removed caliper size for trees larger than ten inches (0'-10") in caliper. Removal of historic trees should not be considered as part of any rehabilitation project. Historic trees should, to the greatest extent possible, be deliberately built into the design of any redevelopment plan.

1.8.3b Excessive thinning or "hat-racking" of mature canopy trees that are located in perimeter landscape buffers or interior parking islands is specifically prohibited as part of any rehabilitation or redevelopment project. If a site is found to be in violation of this requirement, a tree replacement mitigation plan that defines the areas of violation and the proposed remediation and installation of new trees will be required to be submitted prior to the issuance of Certificate of Occupancy for any commercial businesses located in the redevelopment site. The level of mitigation required shall be at the discretion of the zoning manager based on the level of the infraction and quality of the trees removed, but at no time shall the provision of reinstallation be less than two (2) times the removed caliper size for trees between six inches (0'-6") and ten inches (0'-10") in caliper, and three times the removed caliper size for trees larger than ten inches (0'-10") in caliper.

SECTION 1: COMMERCIAL DEVELOPMENT

1.9 Preservation of Existing Vegetation

Design Principle

The preservation of existing on-site vegetation serves multiple purposes, both from an environmental and economic sustainability standpoint. This holds true not only for individual properties, but also for the community as a whole. The design goals and standards listed below are intended to achieve the preservation of existing vegetation throughout the entirety of the City of Jacksonville.

Design Goals

- To promote the preservation of existing on-site vegetation in an effort to enhance the aesthetic character of a developed property.
- To aid in the clear identification of protected areas that are sensitive to disrupted soils during the construction and development process, called the Vegetation Protection Zones ("VPZ)". The VPZ includes the Critical Root Zone ("CRZ") of all preserved trees as well as groups of protected vegetation.
- To maintain a natural aesthetic character of a community through preservation of visual landmark elements, such as historic and significant trees, as well as rare native plant communities in the City of Jacksonville.
- To encourage the creative use of existing on-site vegetation as an integrated design component of the overall site design.
- To reduce the urban heat island effects by maintaining large canopy trees as an integral part of the site design.
- To provide recreational areas that encourage both social congregation and interaction.
- To strengthen the overall value of the individual property.

Design Guidelines

1.9.1 A **Master Tree Protection Plan** shall be submitted concurrent with the site development plan. The Master Tree Protection Plan shall include:

- A digital tree and topographic survey overlaid on the proposed master development plan.
- Scale of the survey and master plan shall be no greater than 1" = 30'-0", displayed graphically as well as textually.
- A north arrow shall be included on the plan.
- Utility easements and existing utility lines shall be shown and identified.

Every effort shall be made to protect and preserve natural stands of vegetation and tree canopy within the site design, to the extent that the location of historic trees and significant stands of trees shall dictate placement of building, roads, drives and parking. If it is deemed impossible or infeasible, by the City arborist or project landscape architect, to protect and preserve existing vegetation due to site development constraints, the preservation of certain trees and/or stands of trees may be waived (see Figure 1.9.1).

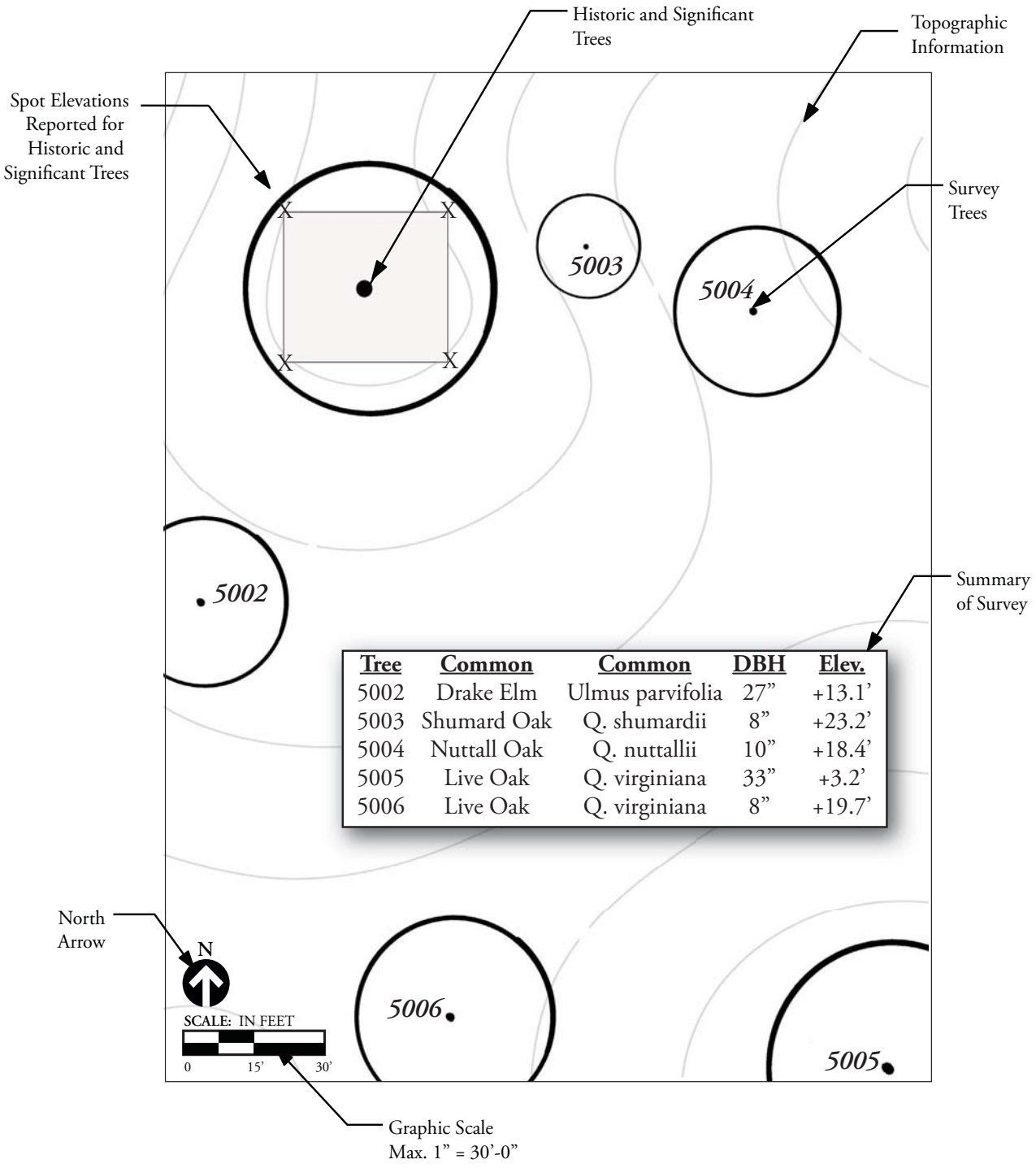


Figure 1.9.1
Sample illustration of a tree survey.

1.9.2 Historic trees, as defined by the City of Jacksonville Land Development Code, shall be included in the vegetation preservation areas without condition. The Critical Root Zone ("CRZ") of a heritage tree or a tree deemed significant shall be determined by the drip line of the canopy. This indicates the area in which a significant percentage of roots reside (see Figure 1.9.2a and 1.9.2b).

1.9.3 The developer shall be strongly encouraged to utilize relocated material from on-site to infill perimeter buffers as much as possible. It shall be recommended that when transplanting native site material that the native soils from the site be utilized, given that the soils are suitable to promote healthy plant growth. Some soils may be amended to augment viability properties.

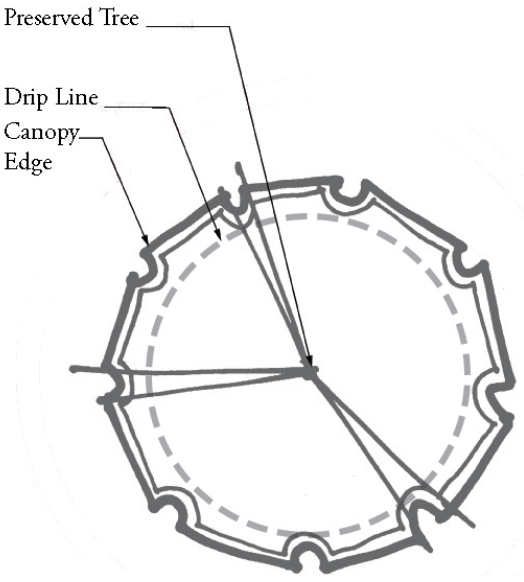


Figure 1.9.2a
Location of preserved tree drip line at canopy edge (in plan view).

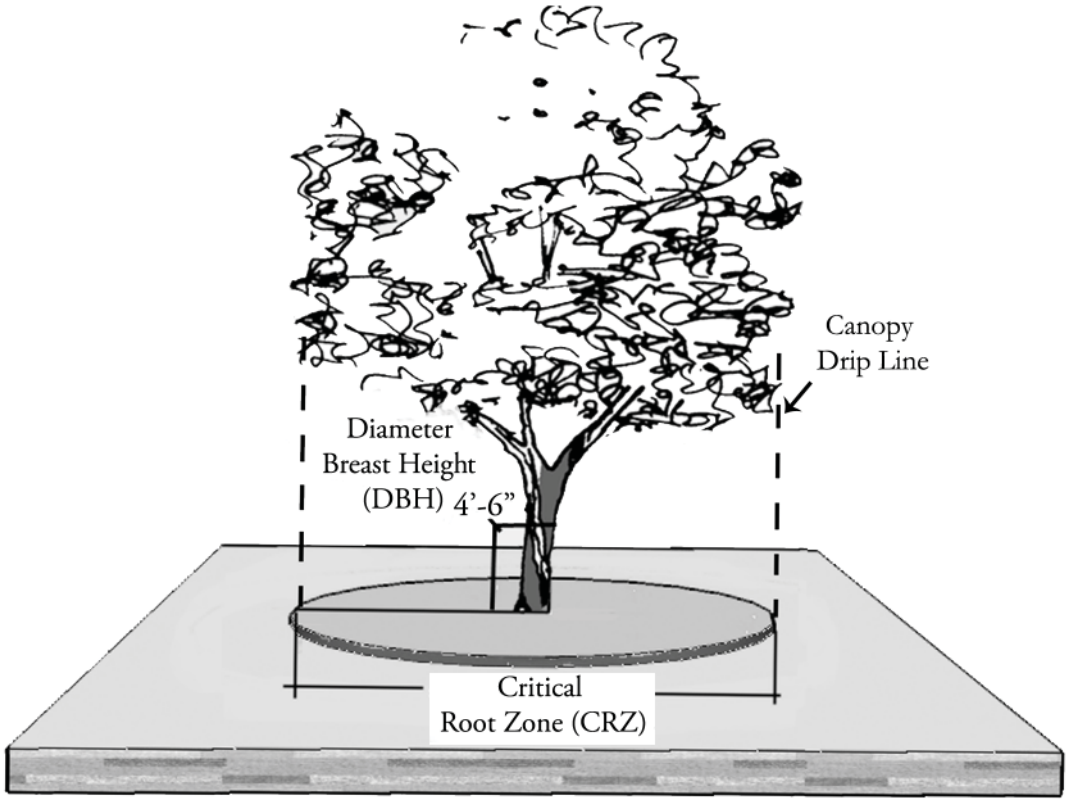


Figure 1.9.2b
Critical Root Zone and point of DBH measurement.

1.9.4 All trees shall be measured from the Diameter of the tree at Breast Height ("DBH"), or four feet, six inches (4'-6") from top of grade.

For the purposes of defining a means of prioritization for tree protection the following protection zones have been established (see Figures 1.9.4a, 1.9.4b and 1.9.4c):

Zone A (Perimeter Buffer Zone)

- Defined as a zone twenty-five feet (25'-0") in width from all surrounding property lines. All native hardwood trees with a measured caliper at DBH of ten inches (0'-10") and greater are to be preserved and protected in place.
- All preserved trees will be credited towards meeting the minimum landscape bufferyard requirements at a ratio of one (1) tree per six inches (0'-6") of preserved caliper.
- Site development plans shall be designed to maintain that these trees remain intact by means of parking area redesign, building placement redesign and the protection of the existing grade elevations around these trees.
- The preservation of pine trees shall be strongly encouraged but not required. Zone A is also intended to be used for relocation of other on-site trees and palms, where feasible.
- Credit for relocated materials will be on a 1:1 basis for all canopy trees four to nine inches (0'-4" to 0'-9") in caliper measured at DBH, and 3:1 for trees ten inches (0'-10") or greater in caliper measured at DBH. Additional credits may be provided at the discretion of the City arborist and/or planning officials at the time of the approval of the Master Tree Protection Plan.

Figure 1.9.4a
Zone A of a typical commercial site is a 25'-0" area within the property line.

Zone B (Parking Field Zone)

- Defined as the parking field zone. All native hardwood trees with a caliper of eighteen inches (0'-18") and greater at DBH shall be preserved and protected in place.
- All preserved trees will be credited towards meeting the minimum interior landscape requirements at a ratio of one (1) tree per six inches (0'-6") of preserved caliper.
- Site development plans shall be designed to maintain that these trees remain intact by means of parking area redesign, building placement redesign and the protection of the existing grade elevations around these trees.
- The preservation of pine trees shall be strongly encouraged but not required.

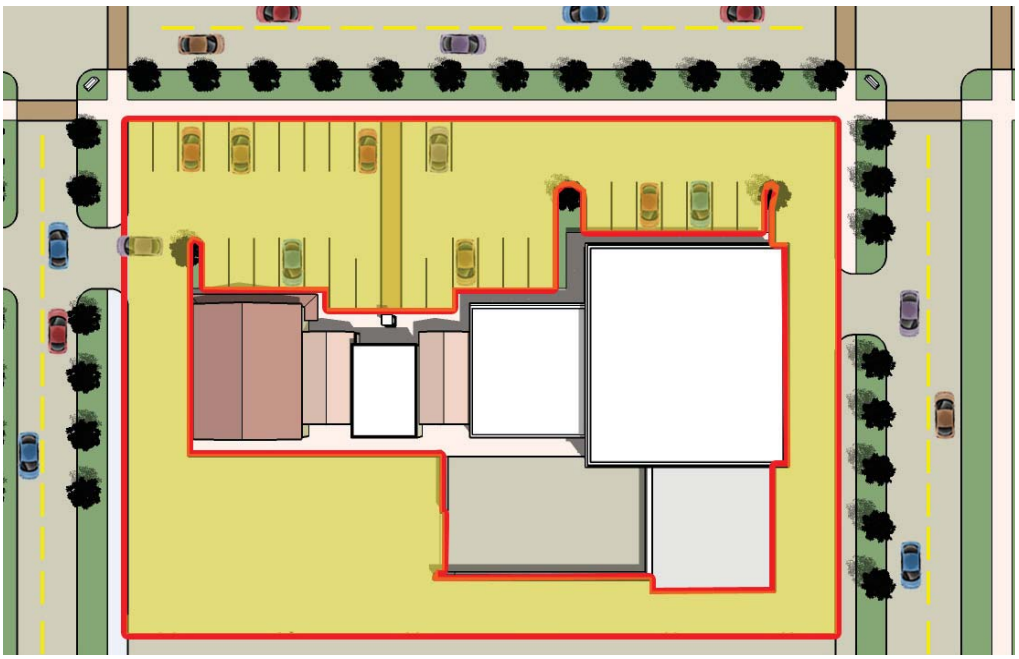


Figure 1.9.4b
Zone B of a typical site parking field zone and major circulation areas.

Zone C (Primary Building Zone)

- The primary building zone shall include all sidewalks, pedestrian areas and landscape buffers adjacent to all commercial buildings.
- All native hardwood trees with a caliper of forty-eight inches (0'-48") and greater, measured at DBH, are to be preserved and protected in place unless it is determined that the architectural restraints of the building and/or required finish floor elevation prevent the preservation of these trees. This approval shall be subject to review and approval by planning staff and the City arborist.
- All preserved trees will be credited towards meeting the minimum interior landscape requirements at a ratio of one (1) tree per six inches (0'-6") of preserved caliper. Site development plans shall be designed so that these trees remain intact by means of parking area redesign, building placement redesign and the protection of the existing grade elevations around the trees. The preservation of pine trees is not required.

1.9.5 When existing rare native plant (according to the rare Florida Flora Index) communities occur on a parcel of land and are located within vegetation preservation areas or planned open space, thirty-five percent (35%) shall be preserved as native plant communities.

1.9.6 Vegetation preservation standards shall require all development projects to install protective barriers during the construction process. At a minimum, a four-foot high (4'-0") orange plastic mesh fencing shall be installed outside of the CRZ. Note that all posts for fencing shall also be located outside of the CRZ. The CRZ shall be determined by the City of Jacksonville Land Development Code and Tree Ordinance.

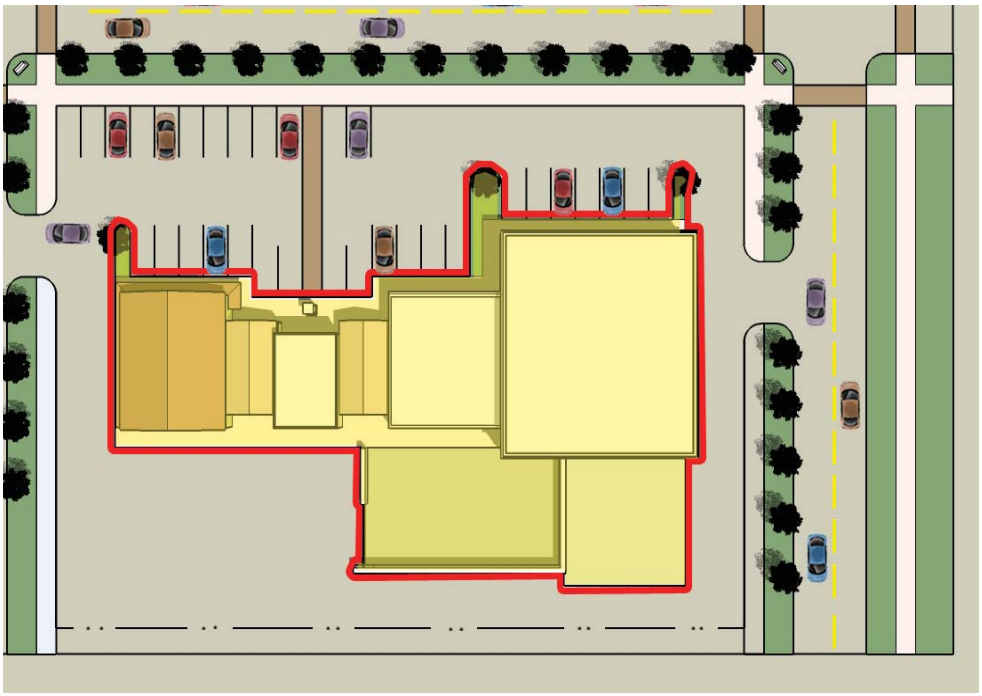


Figure 1.9.4c
Zone C of a typical commercial building façade zone including commercial entrances, sidewalks and landscape buffers.

1.9.7 Tree barriers or protectors shall be made from one of the following acceptable materials:

- Plywood clad boarding, or equivalent, that is at least six feet (6'-0") tall.
- Plastic web snow fencing attached to 2"x4" posts at every four feet (4'-0").

1.9.8 Once the vegetation preservation area(s) has been identified and approved, no movement or construction activity, including grading changes, surface treatments, excavations or dumping of solids or liquids, shall be permitted within the designated boundary (see Figure 1.9.8).

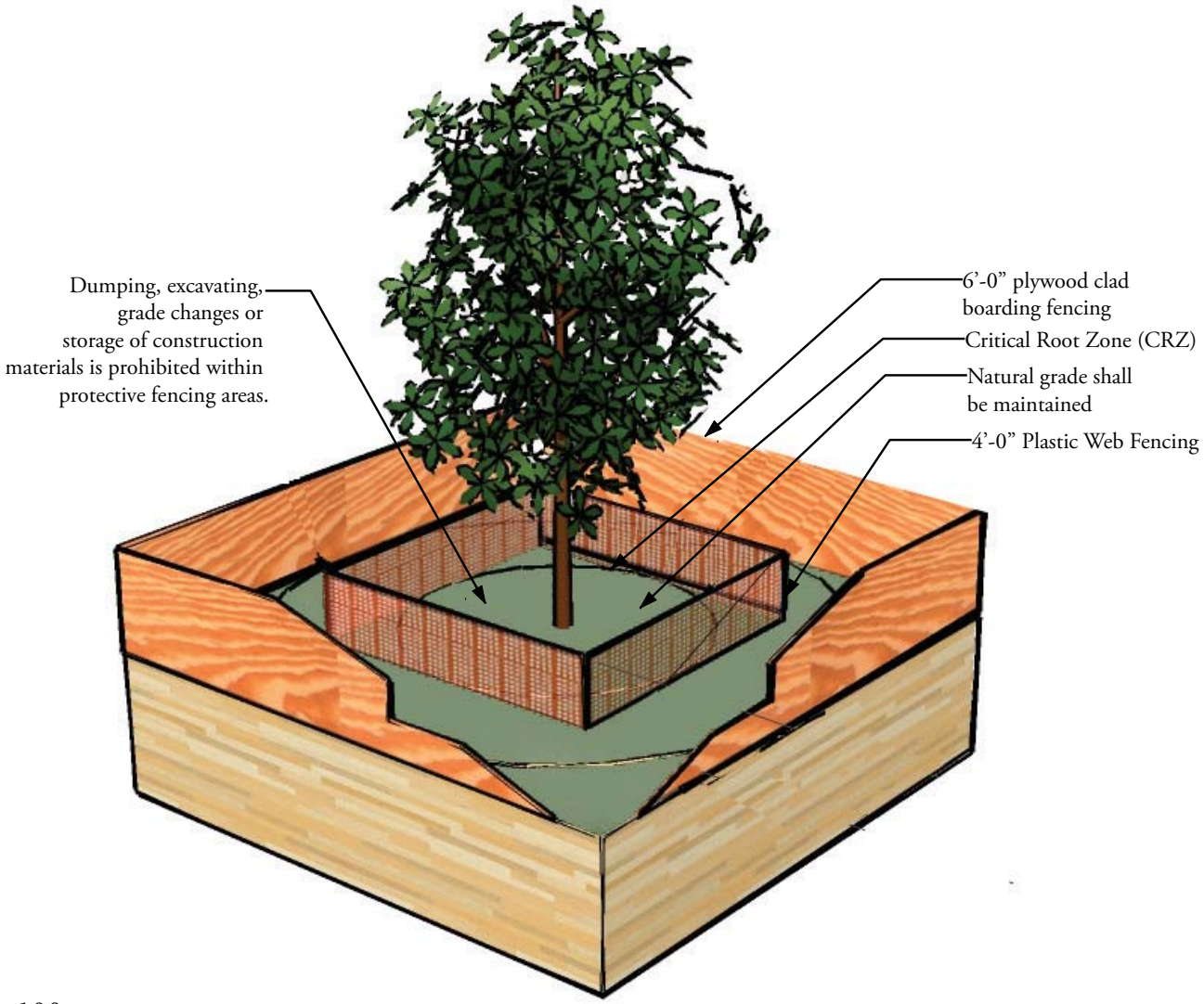


Figure 1.9.8
Preservation Barrier Placement and Installation Diagram

1.9.9 All trees six inches (0'-6") in caliper and greater, measured at DBH, shall be field surveyed concurrent with the boundary and topographic survey. This information shall be used in the development of the site design as well as to obtain necessary tree removal permits from the City of Jacksonville. Grade elevations of historic trees shall also be surveyed. Grade elevations shall be provided at the top of grade at the trunk base as well as a ten-foot (10'-0") radius surrounding the trunk of the tree. At least four (4) top of grade elevation points within the ten-foot (10'-0") radius around the historic tree shall be reported.

1.9.10 At no time shall any heavy machinery, equipment, storage, debris or dumping of solids or liquids be permitted within the CRZ. The general contractor shall be held directly responsible for any infractions of these requirements and shall be required to meet all mitigation measures for clean-up and/or replacement of trees impacted due to negligence.

1.9.11 Machine trenching shall not be permitted within vegetation preservation areas or through the CRZ of a preserved tree or tree stand. Manual hand trenching through these areas is required (see Figure 1.9.11).

1.9.12 Proposed new utility and stormwater lines shall be located in such a manner as to not disrupt or encroach into the vegetation preservation areas of preserved trees or tree stands.

1.9.13 In the event that it is required to remove a tree or significant deadwood branching within a stand of preserved trees, it shall be required to cut and remove the tree by hand and manually prune the root zone to prevent root lift of preserved trees during removal. This work shall be overseen by a licensed arborist or other qualified professional.

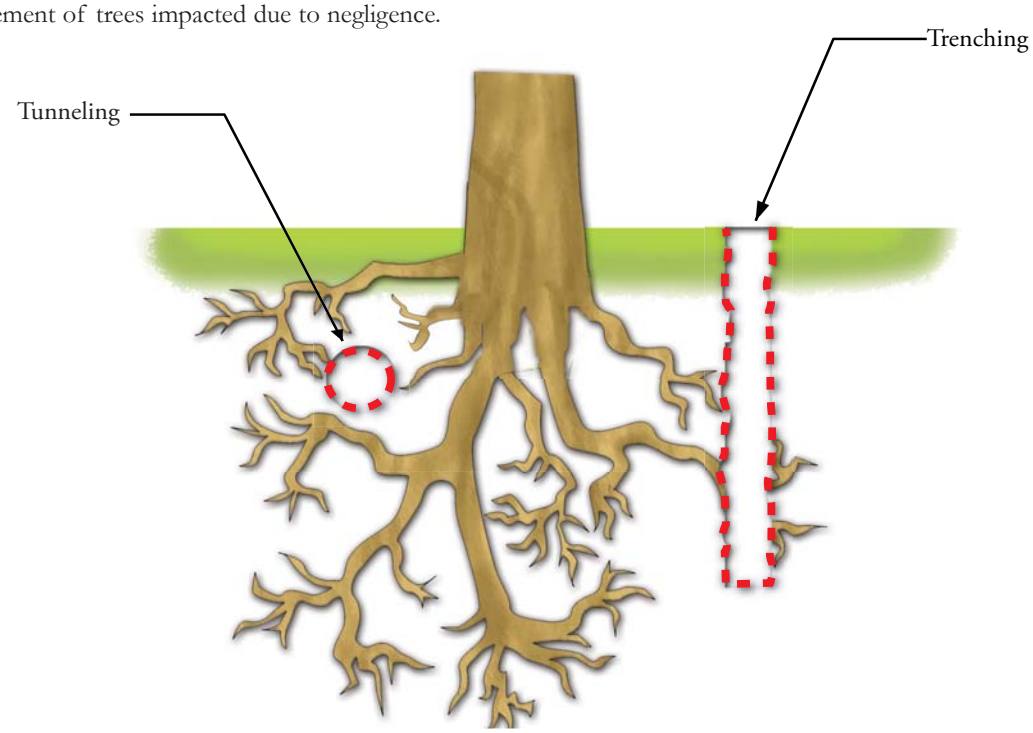


Figure 1.9.11
Trenching Diagram

1.9.14 Prior to any substantial excavation around any protected tree(s), manual excavation/root pruning shall occur to prevent damage to the primary root zone of the tree. All main lateral roots shall be cleanly sawn. A licensed arborist or other qualified professional shall be on site at all times during this activity to field direct staff as needed. At no time shall heavy machinery be used to sever the CRZ of a preserved tree.

1.9.15 Where site conditions require grade to be raised above that of the existing grade of the preserved tree, natural grade shall be maintained in all directions extending out to the trunk of the tree and to the limits of the tree drip line. In the event that the drip line is irregularly shaped, the drip line shall be measured at a length that is three-fourths (¾) the length of the farthest drip line distance surrounding the tree. Based on the size of the tree, this dimensional width may be reduced based on review and approval by the City arborist or the project landscape architect. At the time of site development plan approval, recommendations and full root zone protection details shall be required to be submitted as part of a Master Tree Preservation Plan.

1.9.16 Positive drainage of all preserved trees is critical to their survival. Final site design shall address the drainage in these areas and provide for positive site drainage. At no time shall stormwater be discharged into a preservation area. Where tree wells are constructed, the use of area drains that are connected to the master stormwater system shall be required to ensure that the tree well will not retain water (see Figure 1.9.16).

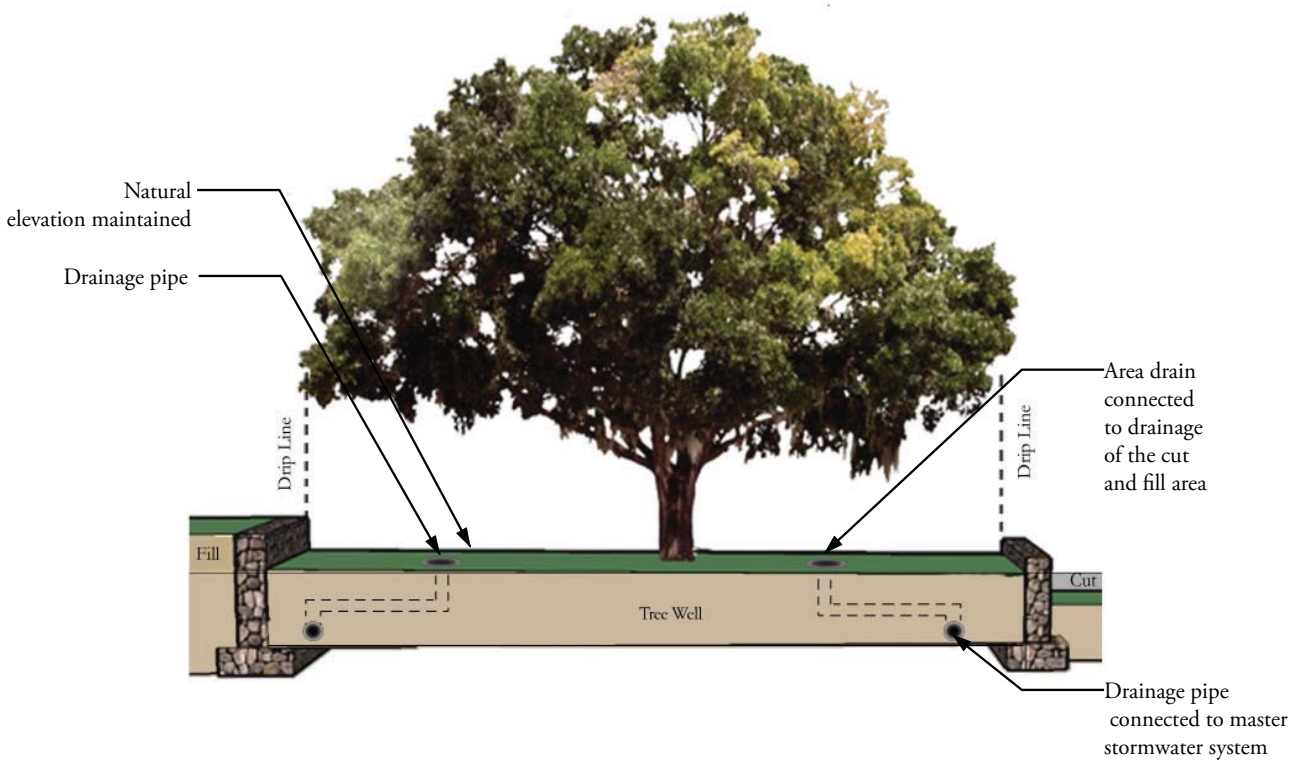


Figure 1.9.16
Tree well should be used with cut and fill to maintain natural grades in commercial sites around protected vegetation.

Permitted

"Permitted"

Depicts desired incorporation of large specimen trees within the primary building zone creates immediate character for the space.

"Permitted"

Depicts proper root zone setback from mature oak to preserve majority of structural root system and the appropriate root zone water recharge area.

Not Permitted

"Not permitted"

Excessive "lollipop" or hat rack pruning of canopy trees to prevent full canopy growth shall be specifically prohibited.

"Not Permitted"

Improper tree setbacks from concrete and asphalt surfaces creates adverse conditions, such as root lift, over time.

Permitted

"Permitted"

Significant trees shall be preserved without cut or fill conditions encroaching on the Critical Root Zone.

Not Permitted

"Not permitted"

Conditions, such as diamond planters that do not allow tree roots to grow shall not be permitted.

"Permitted"

During construction, signs must be placed surrounding tree barriers.

"Not permitted"

During construction, significant trees that are to be saved must be protected by tree protection barriers.

SECTION 1: COMMERCIAL DEVELOPMENT

1.10 Parking Design Principles and Guidelines

Design Principle

The American passion for the automobile has been strong from the very beginning and this passion for mobility has significantly changed our cityscapes forever. The heightened level of mobility has removed many barriers while, at the same time, created many new design conditions that must be met to facilitate safety and the physical logistical needs of our automobiles.

Parking is an ever present necessity that, in and of itself, creates the most unsustainable design condition that must be overcome. It consumes significant land resources, both in actual parking areas as well as the stormwater ponds and systems that are needed to treat and control increased run-off.

The following section provides design guidelines and best practices that will help to improve overall site design and minimize the negative impacts that parking has historically caused on our communities and environment. For practical purposes, the three (3) most common parking conditions will be addressed: surface parking lots; on-street parking; and structured parking (parking garages).

The following section has been broken down into three (3) sections as follows:

- Urban Area Development
- Suburban Area Development
- General Parking Standards

Design Goals

- To promote a safer, overall site design by developing parking design standards that minimize pedestrian-vehicular conflicts.
- To minimize the visual blight created by mass fields of parked cars and empty parking lots.
- To create parking design and locational standards that promote the reduction of vehicular speeds and assist in traffic calming.
- To promote parking design standards that prioritize pedestrian safety above the simple vehicular circulation convenience.
- To redevelop safer parking design through dimensional analysis of current parking design patterns.

Design Guidelines

Urban Area Development

1.10.1 The primary parking design objective for an urban mixed-use development project shall be to design the site in such a way as to minimize the amount of visible parking while maintaining close proximity of "shared" parking for all uses.

1.10.2 A reduction in the number of shared parking spaces required for urban mixed-use projects shall be permitted provided the mix of uses creates efficiencies, which may be quantified by a traffic engineer.

1.10.3 All mass surface parking lots shall be located behind buildings. Pedestrian access between or through buildings shall be provided and designed in such a way as to reinforce the pedestrian sense of arrival to the primary streetscape (see Figure 1.10.3).

1.10.4 Where surface parking lots must abut the public rights-of-way, a forty-eight inch (0'-48"), one-hundred percent (100%) visually opaque landscape and/or buffer wall combination shall be provided. If a landscape buffer is to be used, the buffer material shall be forty-eight inches (0'-48") in height at the time of installation.

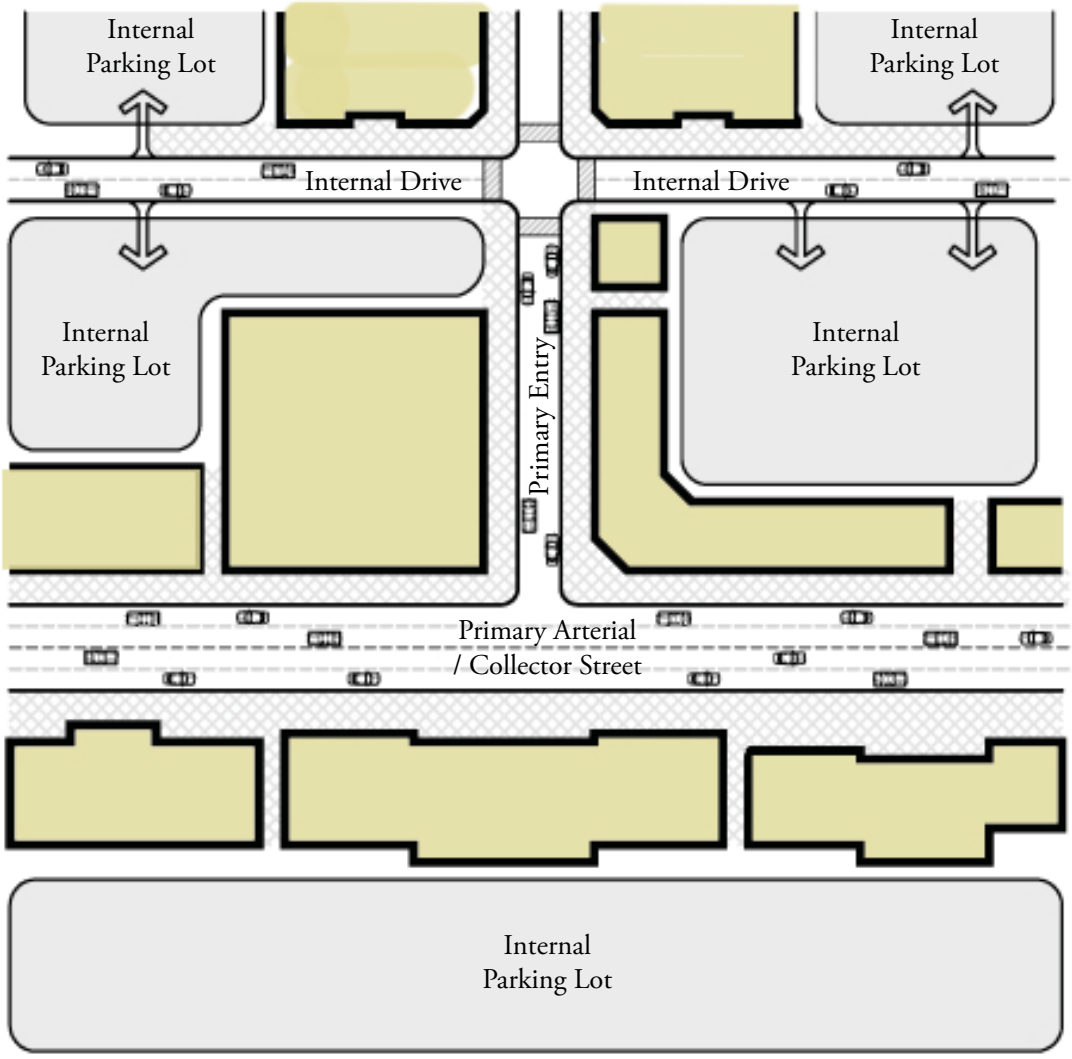


Figure 1.10.3
Urban Area Development Surface Parking Behind Buildings (Plan View)

1.10.5 Where residential parking or driveway tracts abut an internal drive or road, or where it may abut a public rights-of-way, a forty-eight inch (0'-48") visually opaque screen wall and landscape buffer shall be provided (see Figure 1.10.5).

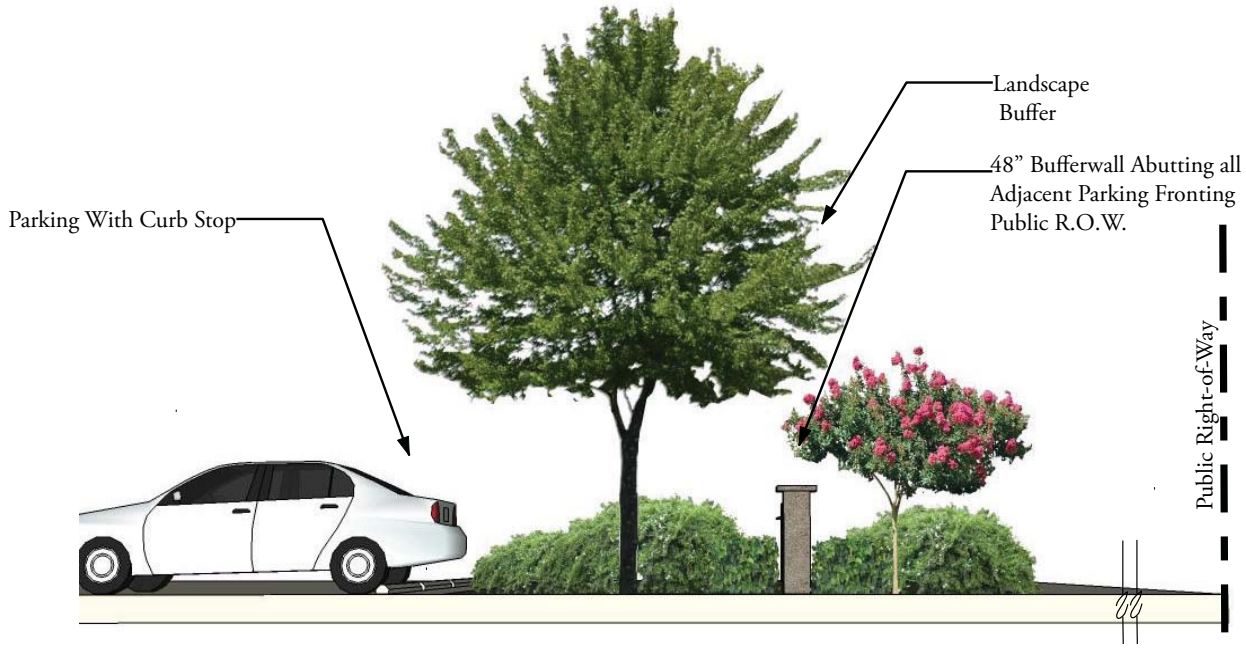


Figure 1.10.5
Residential Parking or Driveway Tracts

1.10.6 All parking areas shall provide a defined pedestrian access route that allows for pedestrian movement unencumbered by multiple vehicular routes crossing within a parking lot.

1.10.7 No surface parking lot shall be constructed within two hundred (200) linear feet of an edge of rights-of way (see Figure 1.10.7).

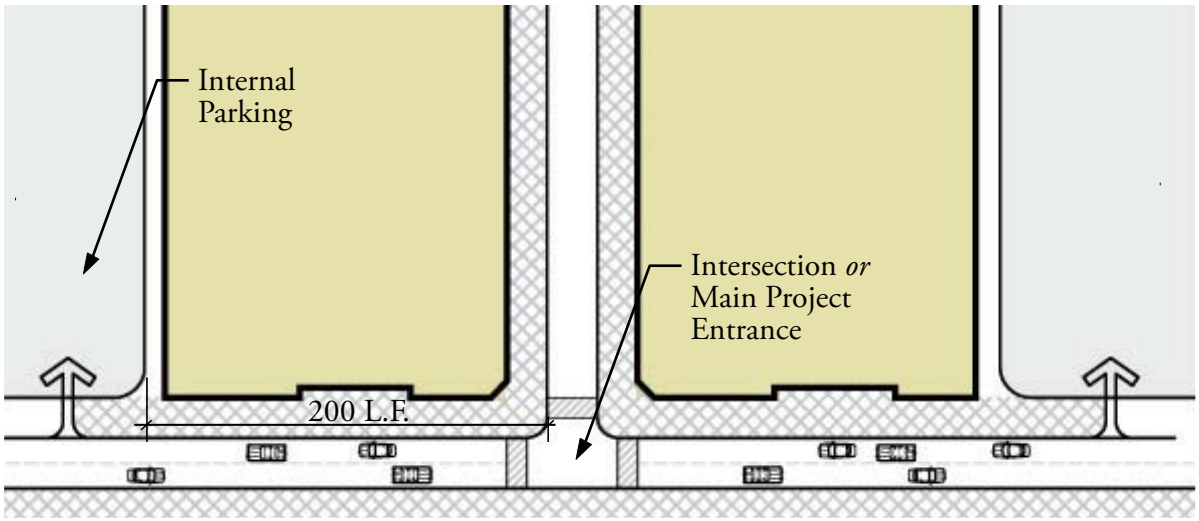


Figure 1.10.7
Surface Parking Setback of 200'-0'.

1.10.8 No surface parking shall be permitted in front of a building or structure within two hundred (200) linear feet of a project entrance, as measured along the perimeter road rights-of-way frontage (see Figure 1.10.7).

1.10.9 For any developed property, excluding car dealerships, no more than thirty-percent (30%) of the parcel frontage on a public right-of-way may be surface parking (see Figure 1.10.9).

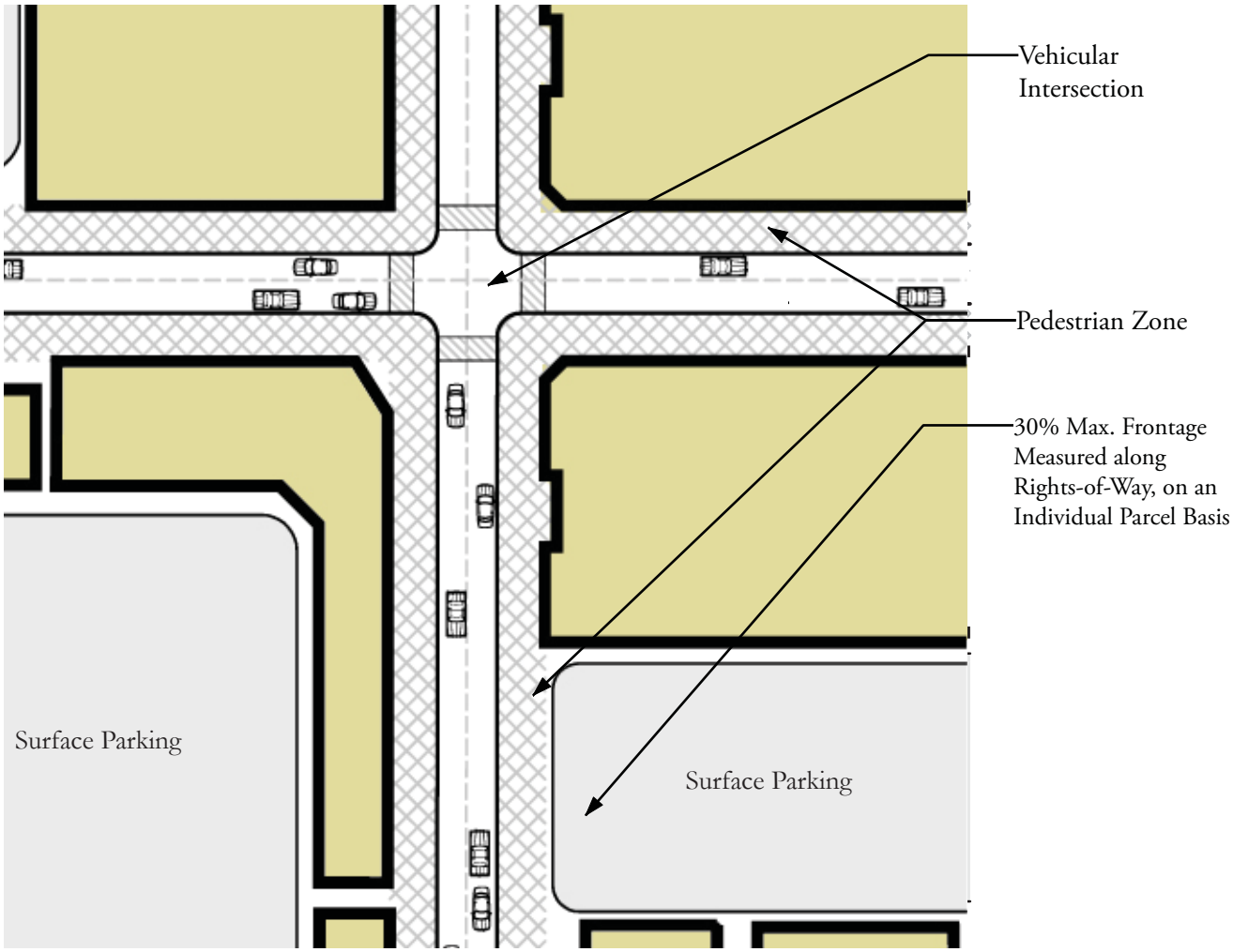


Figure 1.10.9
30% Max. Parking Abutting the Public Rights-of-Way.

1.10.10 No on-street parking shall be located along internal drives or roadways within one-hundred and fifty (150) linear feet of the intersection of a primary project entrance and abutting public road rights-of-way (see Figure 1.10.10).

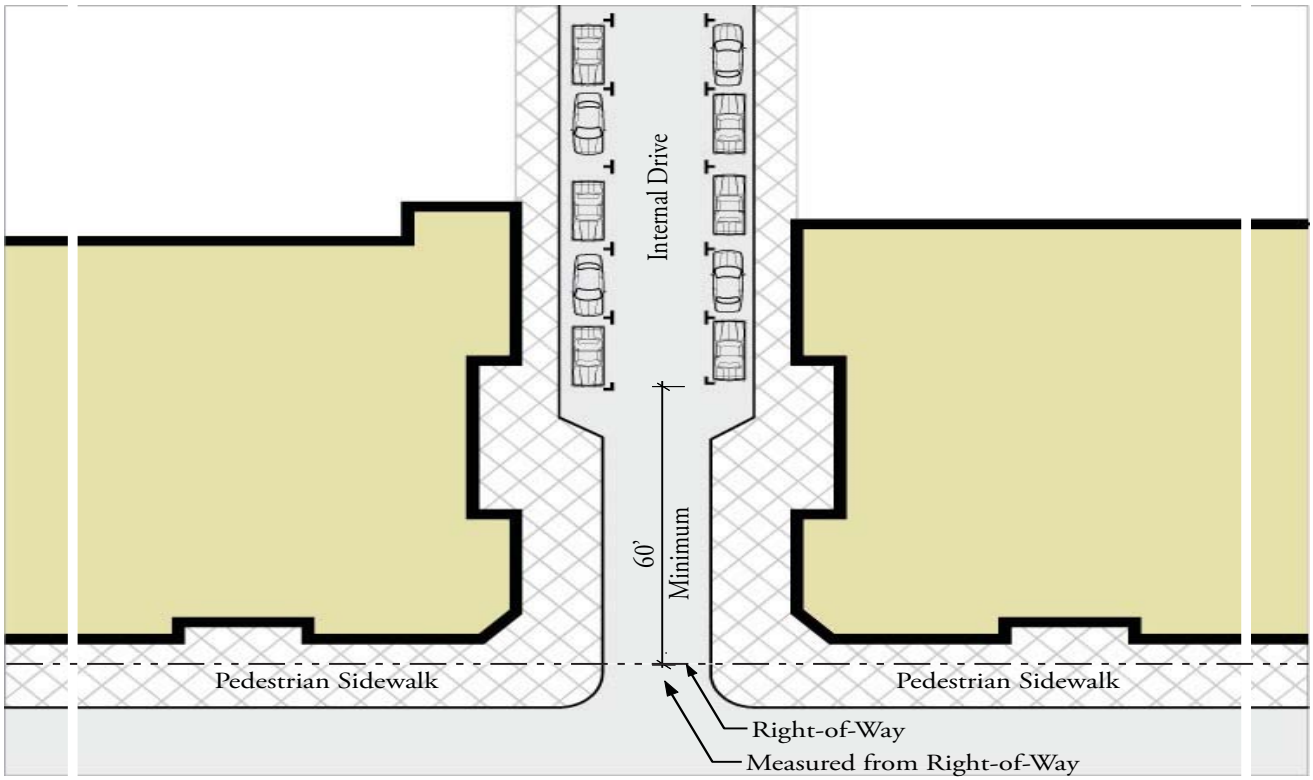


Figure 1.10.10
Parallel Parking is Setback 150'-0" from a Point of Intersection.

1.10.11 On-street parallel parking shall be permitted along internal drives and roadways but must be set back a minimum of twenty (20) linear feet from any pedestrian crosswalk (see Figure 1.10.11).

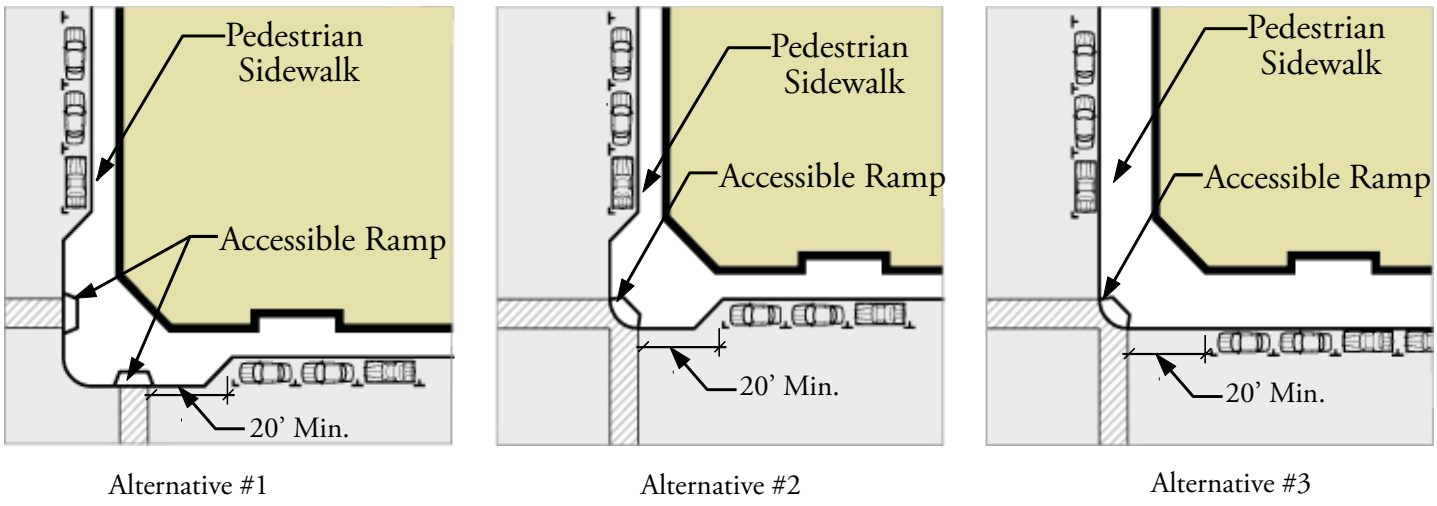


Figure 1.10.11
Parallel Parking Setback At Least 20'-0" Linear Feet from a Pedestrian Crosswalk.

1.10.12 On-street parking located in drives and roadways internal to private development shall be set back a minimum of forty-five feet (45'-0") from any round about, as measured from the outside face of curb radius (see Figure 1.10.12).

1.10.13 Temporary parking for valet loading and unloading shall be identified on the master development plan. On-street parallel parking shall not be used or designated for permanent valet parking spaces.

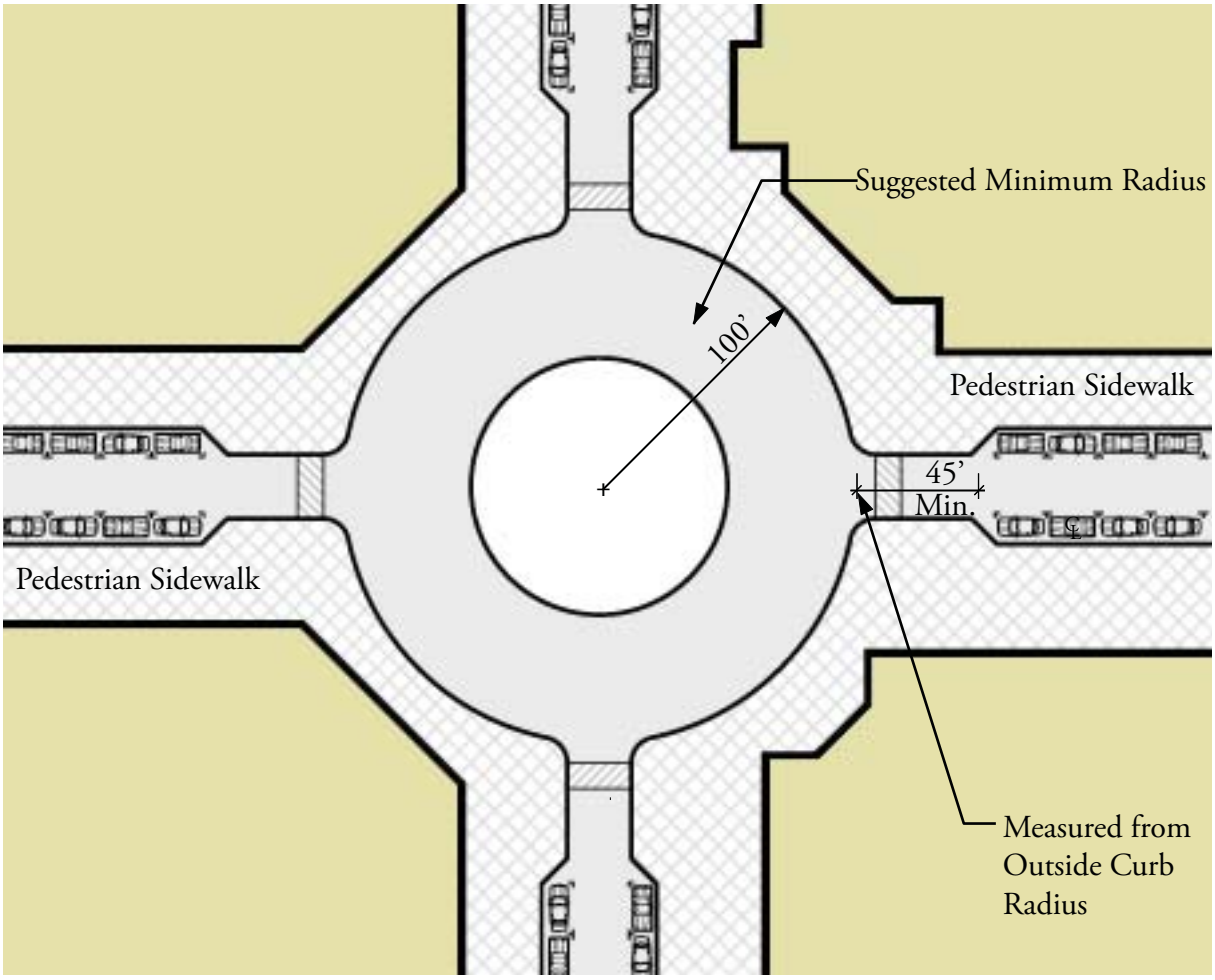


Figure 1.10.12
Parallel Parking Setback in a Round About Scenario.

1.10.14 At a minimum, valet parking zones shall provide an additional four-foot (4'-0") depth along the entire length of the loading/unloading zone to prevent constant vehicular door swing encroachment into drive aisles or road lanes (see Figure 1.10.14).

1.10.15 At a minimum, on-street parallel parking shall be separated from valet parking zones by a minimum of thirty (30) linear feet (see Figure 1.10.14).

1.10.16 A bump out landscape planter island shall be provided for every ten (10) parallel parking spaces, or fraction there of. The dimensional length of each bump out planter shall be a minimum of ten feet (10'-0"), as measured along the outside edge of curb (see Figure 1.10.16).

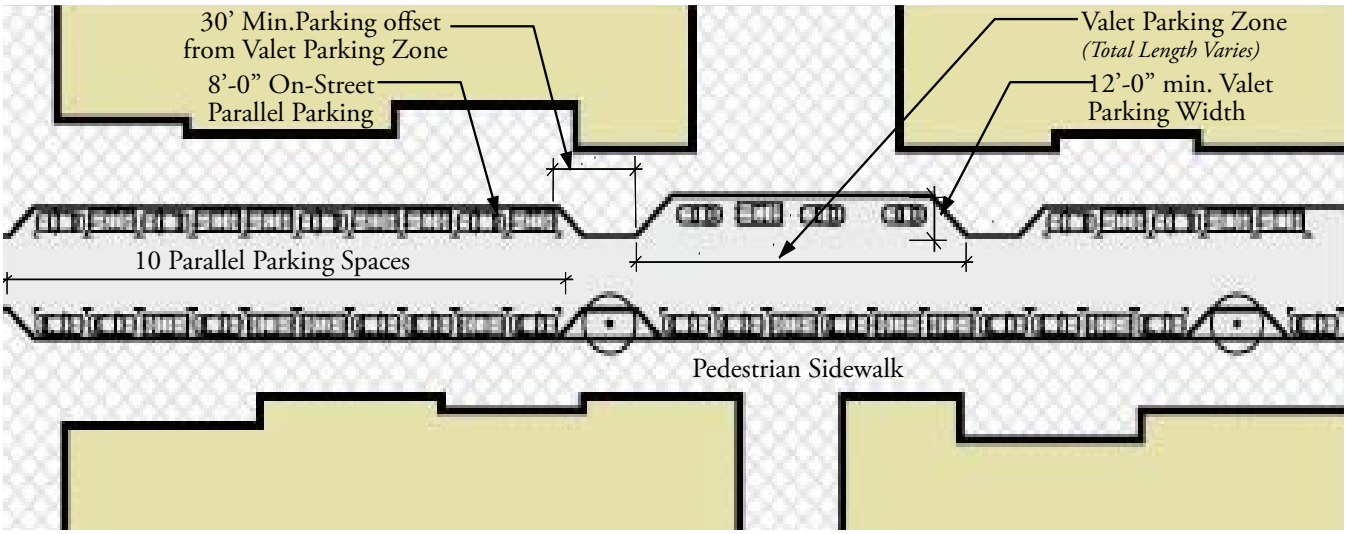


Figure 1.10.14
Parallel Parking Setback Adjacent to a Valet Parking Zone.

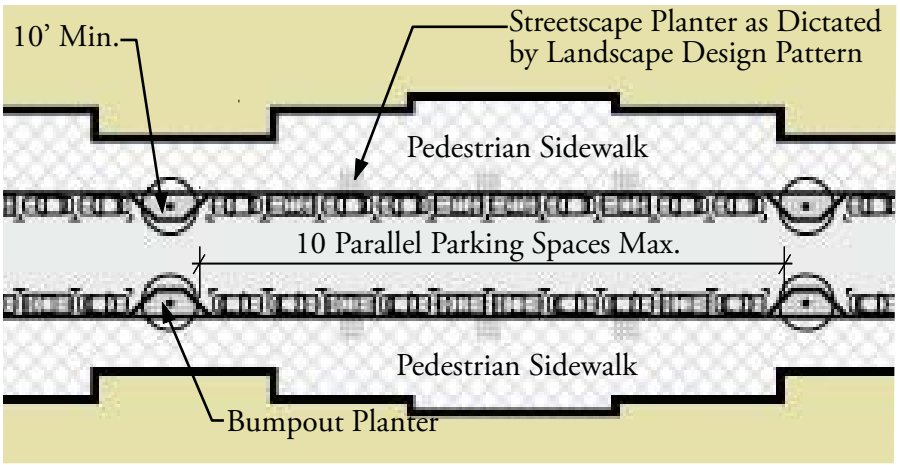


Figure 1.10.16
Bump Out Landscape Planter Spacing.

1.10.17 Where mid-block pedestrian crosswalks are proposed, the crosswalks shall be incorporated into the bump out planters. The dimensional length of each crosswalk bump out planter shall be a minimum of twenty-eight feet (28'-0"), as measured along the outside edge of curb (see Figure 1.10.17).

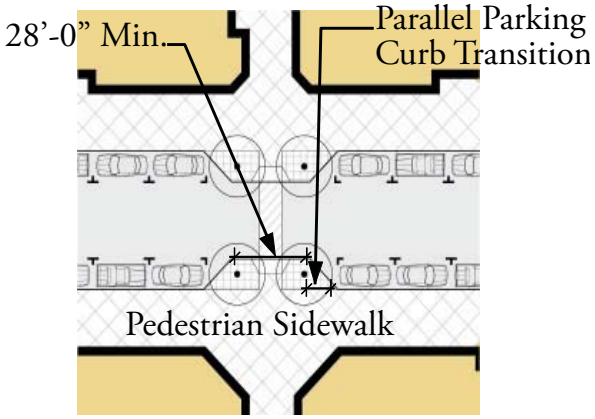


Figure 1.10.17
Mid-Block Pedestrian Crosswalk.

1.10.18 Where either ingress or egress is provided to a parking garage structure from an internal drive or roadway, all parallel parking or other parking shall be set back a minimum of forty-two feet (42'-0") for two-way access drives, and thirty-eight feet (38'-0") for one-way access drives, as measured from the center line of the drive (see Figure 1.10.18).

1.10.19 All ingress or egress access drives into parking structures shall be set back a minimum of one-hundred and fifty (150) linear feet from any internal drive or roadway intersection, as measured from the drive or roadway center line.

1.10.20 All ingress or egress drives into parking structures shall be set back a minimum of one-hundred and fifty (150) linear feet from any round about, as measured from the outside face of curb radius (see Figure 1.10.20).

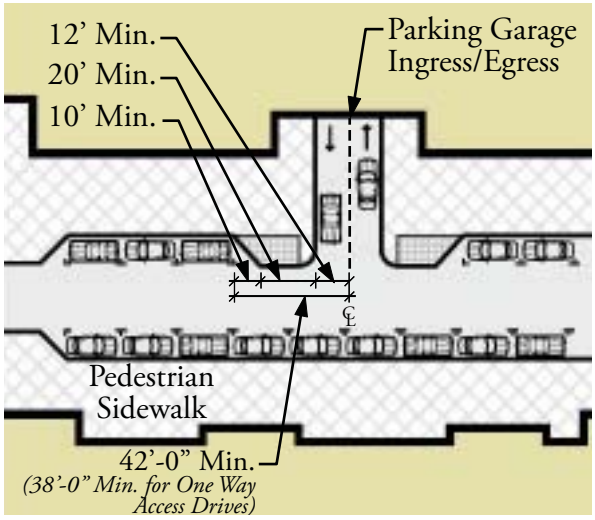


Figure 1.10.18
Parking Garage Setback from Internal Drive.

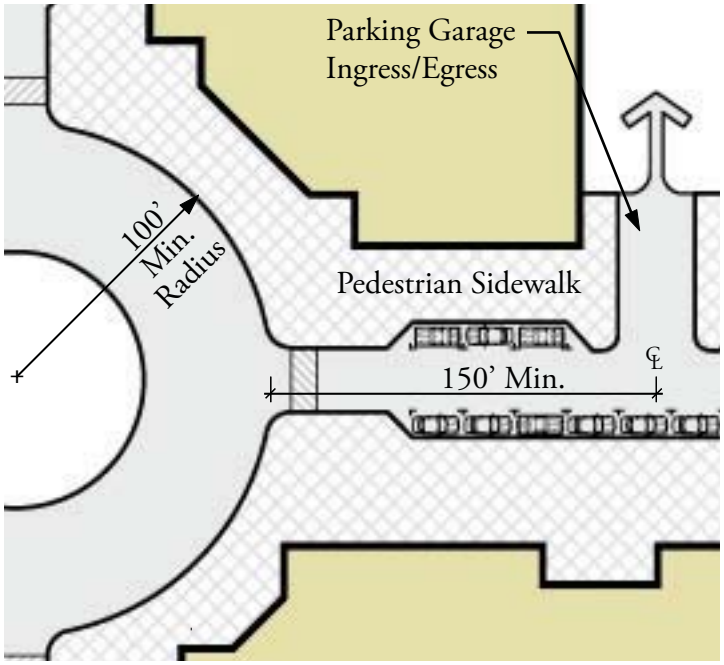


Figure 1.10.20
Parking Structure Ingress and Egress Setback from a Round About.

Suburban Area Development

The parking and vehicular circulation associated with typical suburban commercial projects most often prioritizes the convenience of vehicular movements over pedestrian convenience and safety. The parking environment is often designed to be the least attractive area of a project site even though it encompasses the majority of land within a development. This lack of design often nets a negative visual consequence that builds upon the blight of our communities. The following design guidelines have been developed to give the vehicular and pedestrian environments equal prioritization with respect to circulation convenience, safety and aesthetic design character.

1.10.21 Primary entrance drives shall not be permitted to directly intersect a frontage drive at the entrance or within one-hundred (100) linear feet of an entrance or major anchor tenant (see Figure 1.10.21).

1.10.22 All primary entrance drives shall be separated from abutting parking by a landscape divider median that is no less than ten feet (10'-0") in width, as measured from the back of curb.

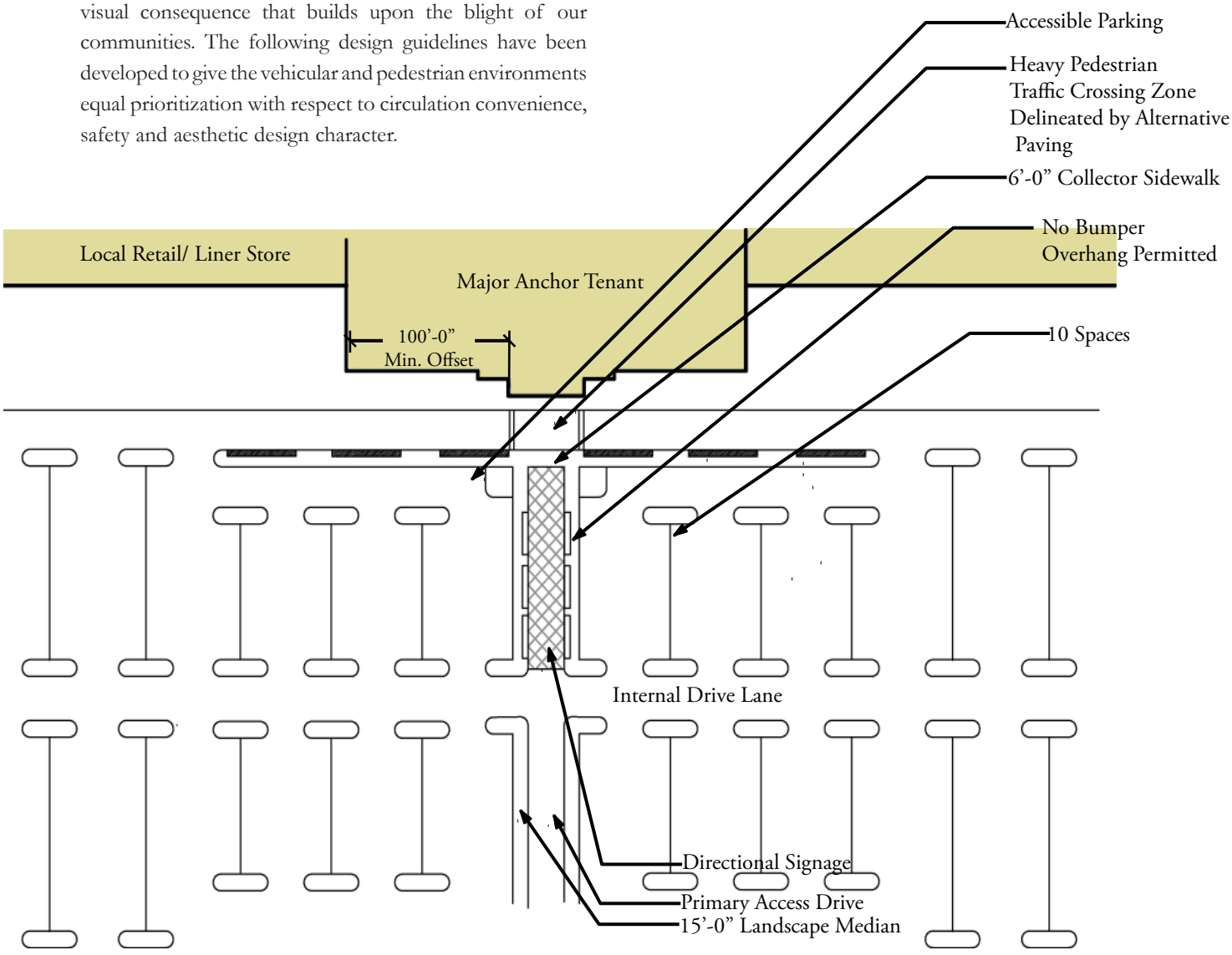


Figure 1.10.21
Major Anchor Tenant and Pedestrian Connection

1.10.23 Large parking areas shall be divided into "sub-lots" containing no more than three-hundred and sixty (360) spaces per lot. Sub-lots shall be defined and separated by landscaped pedestrian accessways that measure no less than twenty-two feet (22'-0") in width, as measured from the back of curb. No parking overhang shall be permitted within this area. The use of wheel stops in parking spaces that abut pedestrian accessways are required to prevent encroachment (see Figure 1.10.23).

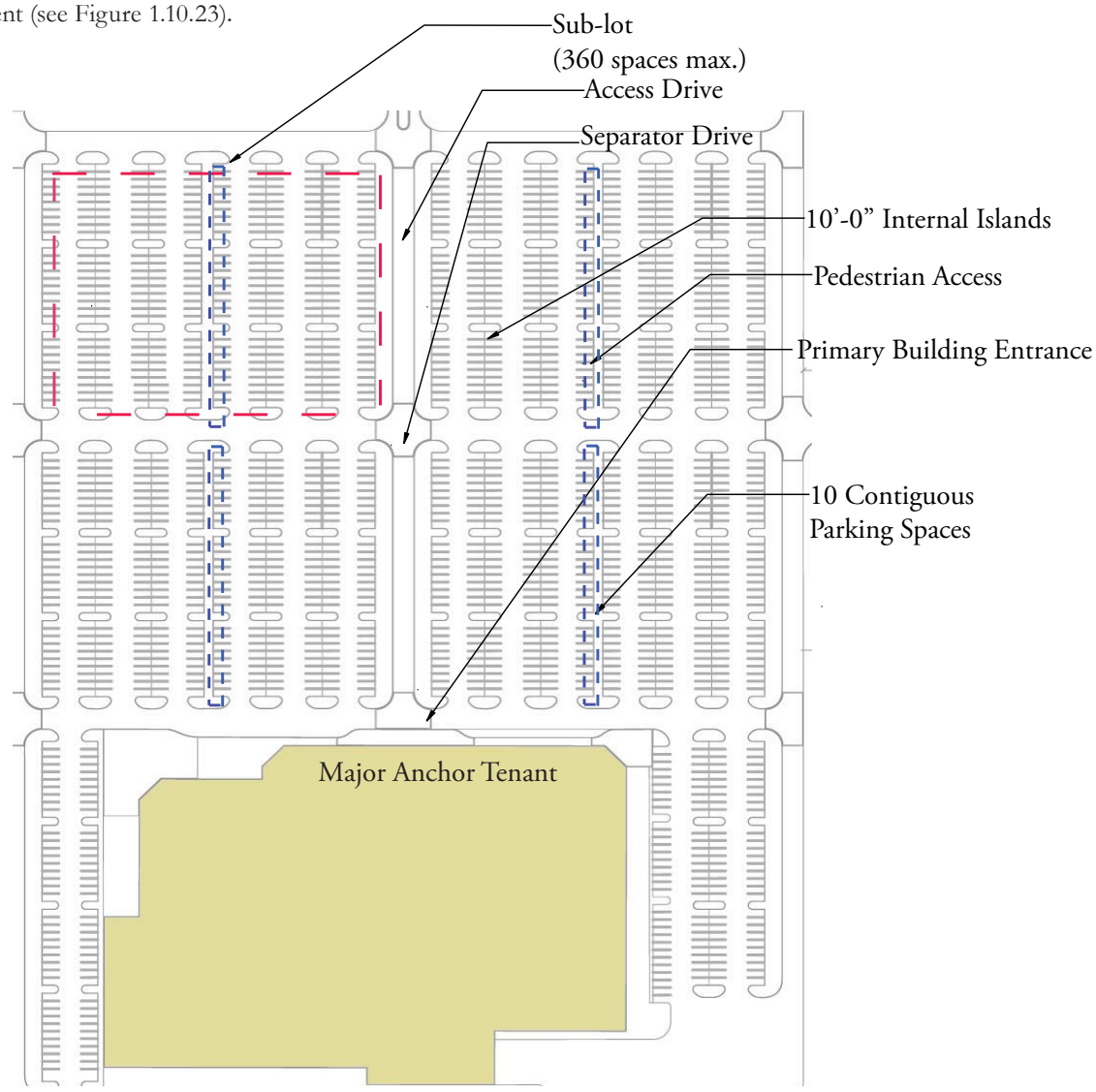


Figure 1.10.23
Major Anchor Tenant and Pedestrian Connection

1.10.24 Large expansive parking fields shall provide secondary access routes, independent of internal circulation drives, that allow for through-access without being encumbered by parking movement conflicts. Internal secondary drives shall provide a minimum fifteen-foot (15'-0") separator landscape median, as measured from the back of the curb. No parking overhang shall be permitted within this area. The use of wheel stops is required to prevent encroachment (see Figure 1.10.24).

1.10.25 All parking lots shall have a minimum of two (2) vehicular ingress and egress points.

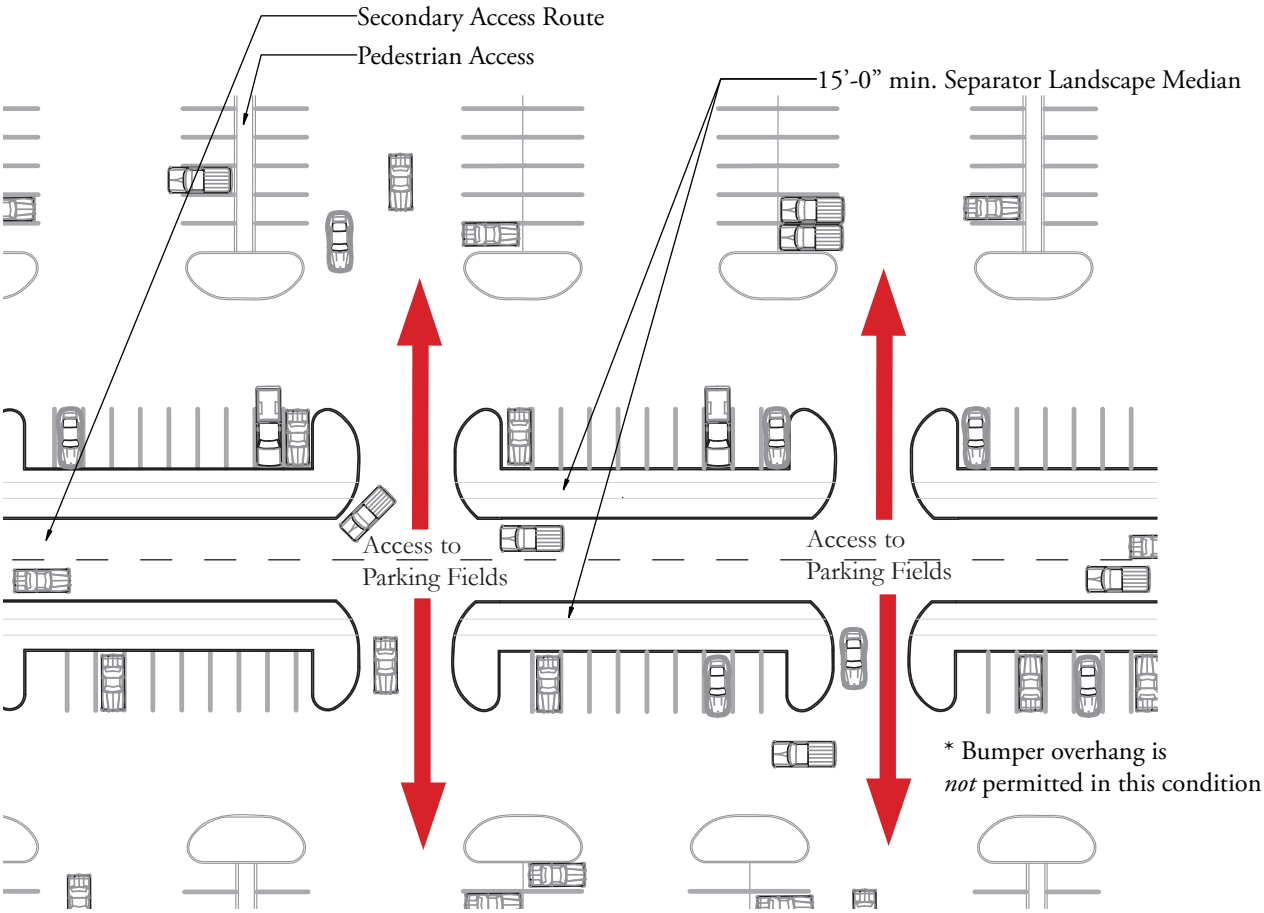


Figure 1.10.24
Secondary Access Routes with 15'-0" Separator Landscape Medians

1.10.26 Frontage drives running the entire length of a large commercial project shall, unless whereby required by fire code, be discouraged and broken by pedestrian accessways. Where frontage drives are constructed, speed tables shall be constructed at periodic intervals, with no more than five-hundred (500) linear feet. Speed tables should be designed in conjunction with pedestrian crosswalks, whenever possible (see Figure 1.10.26).

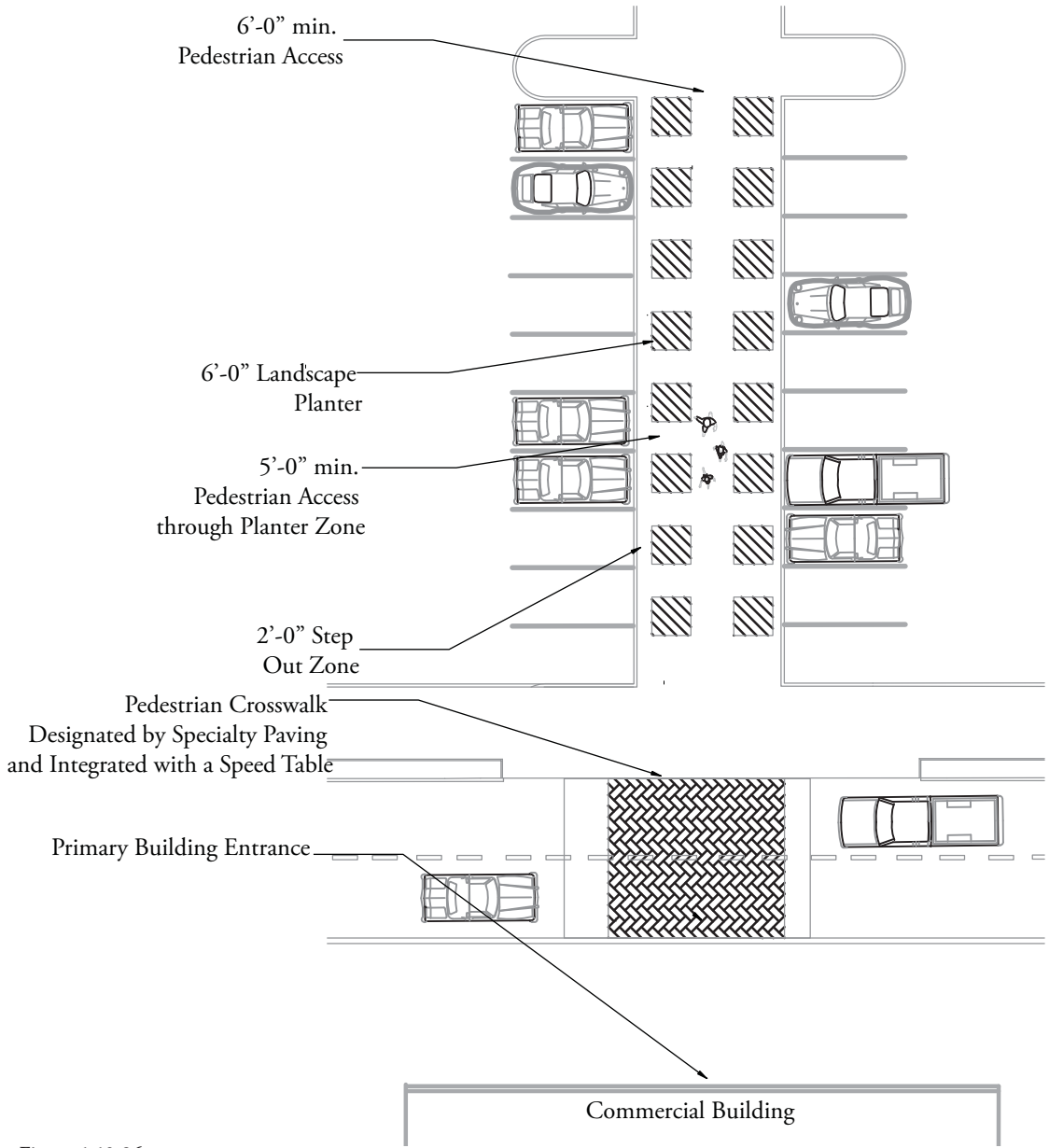


Figure 1.10.26
Pedestrian Access Across Speed Table

1.10.27 Vehicular speed tables shall be constructed of specialty paving materials or textured colored concrete to provide visual detection. Where pedestrian crosswalks are designed within the speed table, a clearly defined pedestrian route shall be delineated. The use of thermoplastic striping, painting of the surface or stamped asphalt to define the pedestrian route shall not be permitted.

1.10.28 Primary vehicular entrances shall be delineated by the use of specialty paving materials or textured concrete. Where pedestrian crosswalks are designed within the speed table, a clearly defined pedestrian route must be delineated. The use of thermoplastic striping, painting of the surface or stamped asphalt to define the pedestrian route shall not be permitted (see Photo Exhibit 1.10.28).

Figure 1.10.28
Pedestrian Route Within a Speed Table

1.10.29 Primary access drives shall not be intersected by either a secondary drive or parking R.O.W. within the first one-hundred and fifty (150) linear feet of drive length, as measured from the intersection of the abutting road rights-of-way line.

1.10.30 Outparcels or lease parcels shall not be permitted to directly access a primary access drive within the first one-hundred and fifty (150) linear feet of drive, as measured from the abutting road rights-of-way line.

1.10.31 Primary access drives intersecting public road right of ways shall be separated by no less than four-hundred and twenty-five feet (425'-0") linear feet, as measured from the road centerline.

1.10.32 Secondary access drives intersecting public road rights-of ways shall be separated by no less than two-hundred (200) linear feet, as measured from the road centerline. Internal parcel parking drive interconnections shall be required, as necessary, to meet these requirements.

1.10.33 To reduce the visually immense parking fields associated with big box stores, twenty-five percent (25%) of all required parking shall be located either behind or to the side of the primary storefront. No less than fifteen percent (15%) of the total required parking shall be designated for employee and public parking and located behind the primary structure. Safe pedestrian access shall be provided to the primary business for both employees and the general public.

General Parking Standards

1.10.34 Parking shall not be permitted to back directly into a primary or secondary access drive.

1.10.35 Primary and secondary internal access drives that have parking rows with direct access onto the drive shall provide terminal parking and planter islands that measure a minimum of twenty feet (20'-0") in width at its centerpoint.

1.10.36 All parking calculations shall be based on individual land use. Parking requirements shall be based on the Urban Land Institute's "Shared Parking", Second Edition (see Appendix E).

1.10.37 All runs of parking within a surface parking lot shall be terminated by a terminal parking planter island that measures a minimum of twelve feet (12'-0") in width at its center point. All dimensions are to be taken from inside of curb face (see Figure 1.10.37).

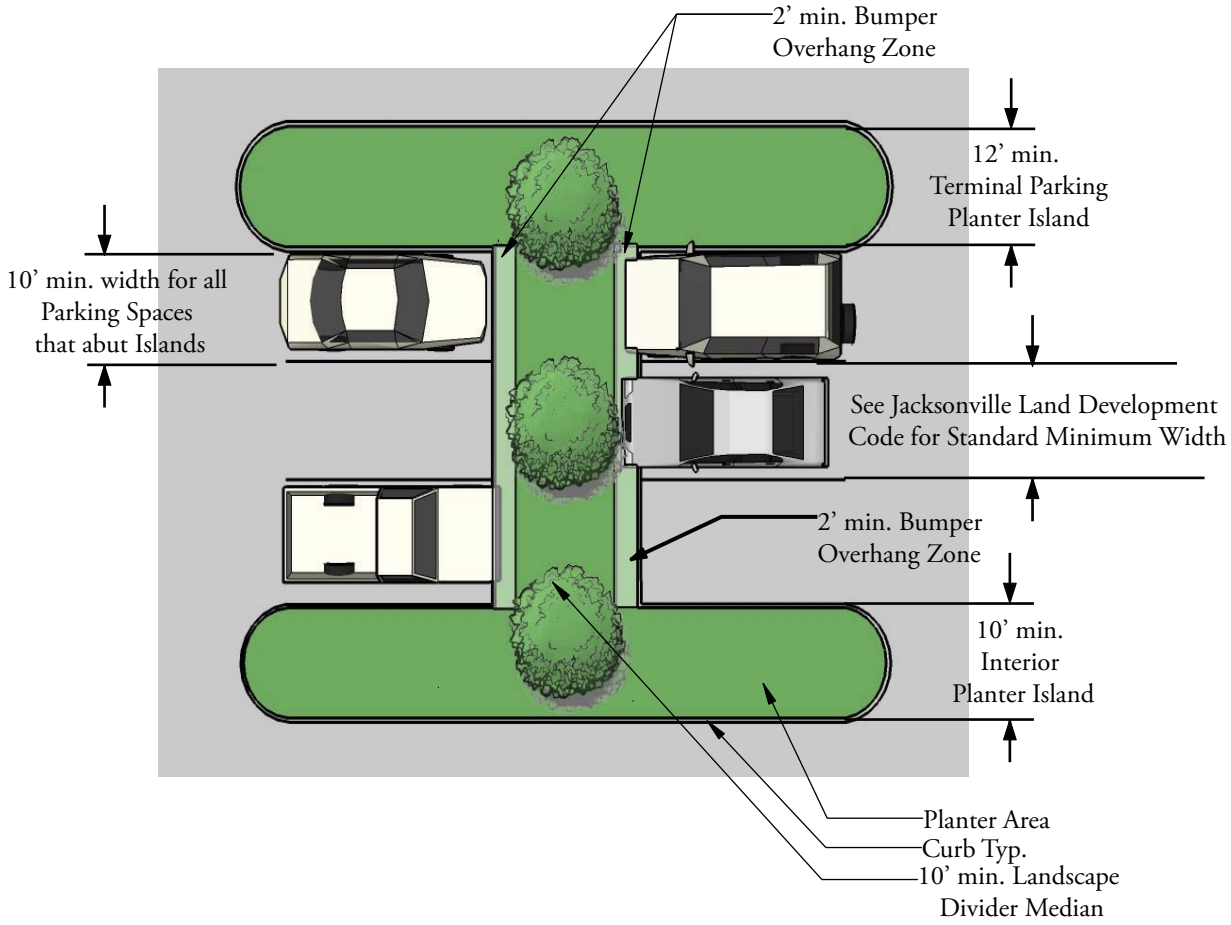


Figure 1.10.37
Interior Parking Planter Island without Wheel Stops

1.10.38 A parking planter island with a minimum of ten feet (10'-0") in width shall be provided every ten (10) parking spaces, or fraction thereof. All dimensions shall be taken from inside of the curb face (see Figure 1.10.38).

1.10.39 Parking spaces that abut either terminal or interior parking islands shall be increased in size to a minimum of ten feet (10'-0") in width to provide additional pedestrian step out area and prevent unnecessary foot traffic encroachment into planter areas.

1.10.40 Where parking abuts an exterior landscape buffer, internal parking island or landscape strip, the landscape areas shall be protected by means of wheel stops or curbs that prevent the encroachment of the vehicle into the planter area. Parking dimensions shall be adjusted, as necessary, to provide additional depth to prevent vehicle encroachment.

1.10.41 All parking terminal islands, interior parking islands, perimeter landscape buffer strips adjacent to drives or parking areas and internal landscape areas adjacent to drives or parking areas shall be curbed.

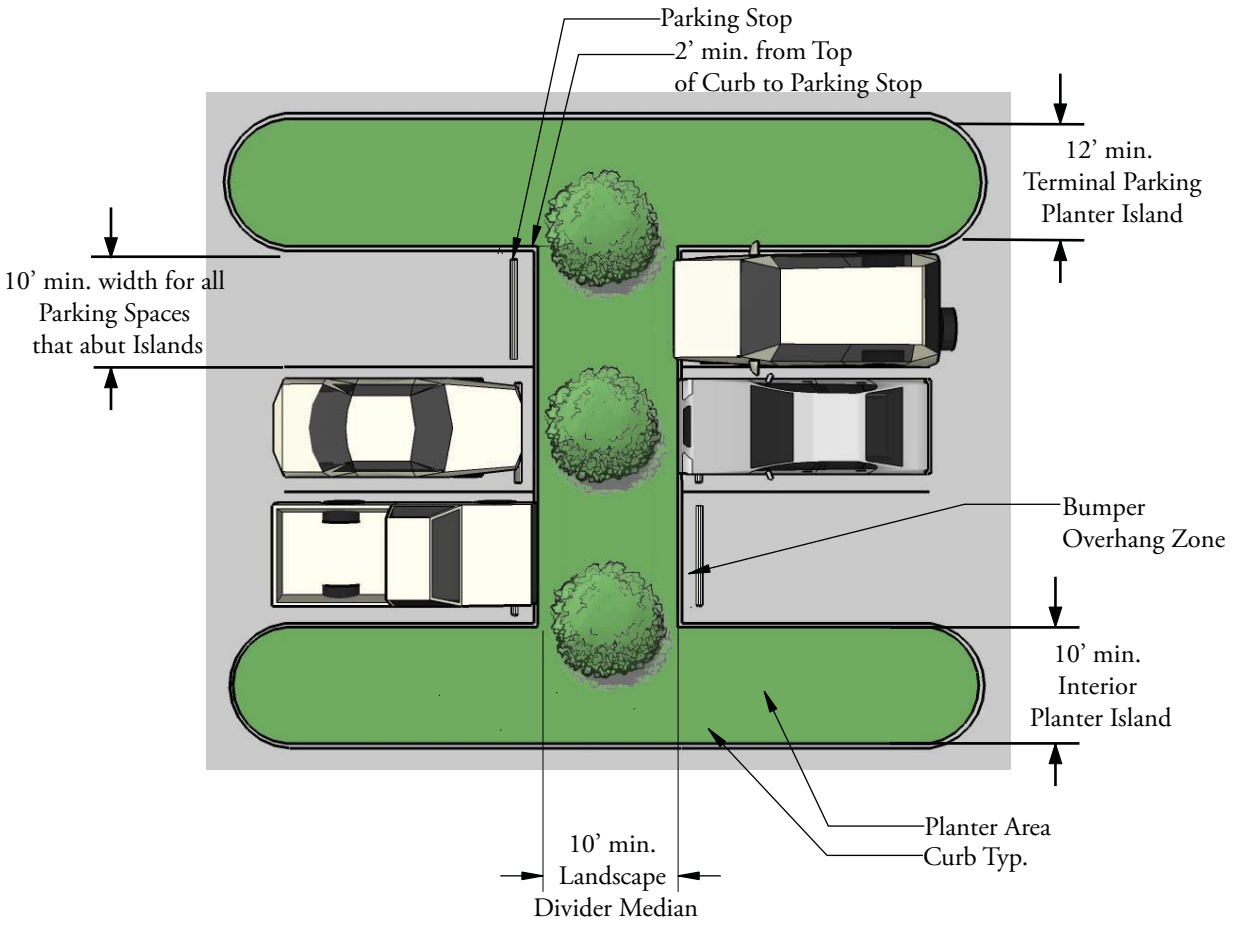


Figure 1.10.38
Interior Parking Planter Island with Wheel Stops

1.10.42 Curbing and appropriate bollard detail shall be provided around all internal buffer screen walls and dumpster enclosure areas.

1.10.43 To limit unnecessary parking, a maximum of ten percent (10%) of the total required parking shall be permitted to be constructed in a surface parking lot or as on-street parking. If additional parking can be accommodated in the form of structured parking, this percentage may be exceeded. At no point in time shall public green space, pedestrian gathering areas or pedestrian zones be reduced or impacted to create additional surface parking.

1.10.44 All parking fields shall provide landscape divider median planters at every second (2nd) row of parking where maintaining a consistent, even patterning of the interior divider medians is deemed impossible. The total square footage of the uninstalled divider median shall be equally divided between the two terminal end medians. Landscape medians shall be a minimum of twelve feet (12'-0") in width, as measured from back of curb, and shall comply with the standards set forth in Section 1.5 of the Design Guidelines.

1.10.45 All surface parking lots abutting entry drives shall be terminated along its entire length with a terminal planter median. Access points through the divider median into adjacent parking fields shall be spaced no closer than one hundred and twenty-five feet (125'-0") on center, as measured from the driveway or roadway centerlines (see Photo Exhibit 1.10.45).

"Permitted"

Photo Exhibit 1.10.45
Terminal Landscape Planter

1.10.46 Secondary internal access drives that divert and reduce parking traffic away from the immediate building entrances and façades shall be strongly encouraged. In all cases, the primary and/or secondary entrances shall not directly align the majority of incoming traffic immediately along the front of the commercial buildings. Secondary access drives and parking fields may be located adjacent to the front building façades.

1.10.47 Angular parking shall incorporate either curbed medians or curb stops in parking spaces.

1.10.48 All parallel parking spaces shall provide a minimum two-foot (2'-0") clear paved step-out zone, as measured from back of curb. Where angled or 90° parking is proposed to overhang the leading edge of the curb, a minimum four-foot (4'-0") clear paved step-out zone shall be provided, as measured from back of curb (see Figures 1.10.48a and 1.10.48b).

"Not Permitted"

Photo Exhibit 1.10.48a
No pedestrian Access Provided

"Permitted"

Photo Exhibit 1.10.49a
Defined Pedestrian Traffic Route

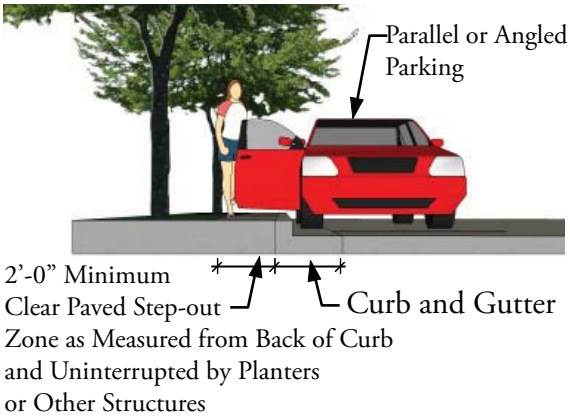


Figure 1.10.48b
Step-out Zone with Parallel Parking Scenario

1.10.49 All parking areas shall provide a defined pedestrian access route that allows for pedestrian movement unencumbered by multiple vehicular routes crossing within a parking lot (see Photo Exhibit 1.10.49a and Figure 1.10.49b).

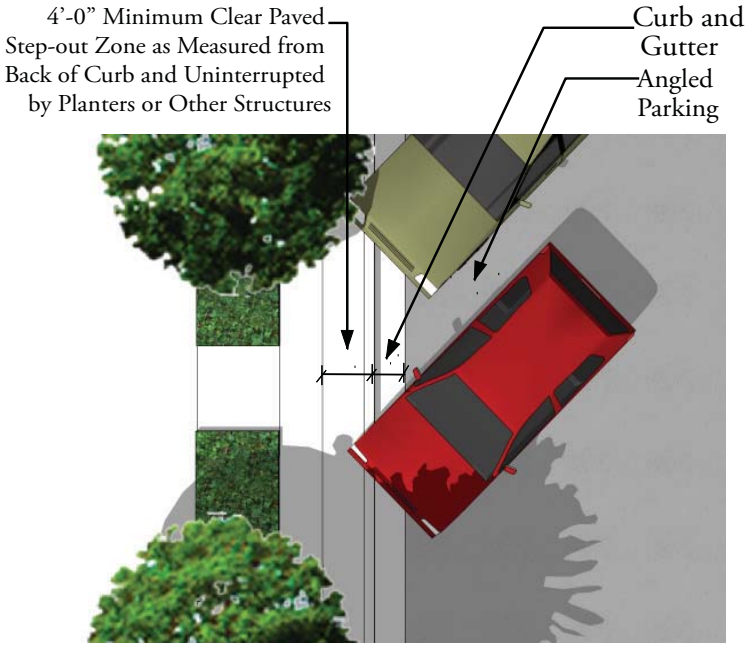


Figure 1.10.49b
Step-out Zone with Angled Parking Scenario

Permitted

"Permitted"

Internal landscape medians with trees shall be recommended.

Not Permitted

"Not Permitted"

Internal landscape medians that are diamond shaped shall not be permitted.

"Permitted"

Pedestrian connections between adjacent properties shall be required in parking areas.

"Not Permitted"

Angled parking requires bumper stops to prevent vehicular damage.

Permitted

"Permitted"

Pedestrian route provided through parking lot.

Not Permitted

"Not Permitted"

Pedestrian access not provided through parking lot, increasing pedestrian and vehicular conflicts.

"Permitted"

Bumper overhang provided with angled parking, separating pedestrian path form bumper overhang encroachment.

"Not Permitted"

No bumper overhang is provided, therefore bumpers encroach into sidewalk.

GLOSSARY OF TERMS

A

Abatement - The method of reducing the degree and intensity of pollution.

Abutting (Adjoining) - Touching and sharing a common point or line. This term shall not include parcels which are across the street from each other.

Accessory Structure - A structure detached from a principal building located on the same lot; customarily incidental and subordinate to the principal building or use.

Adaptive Re-Use - The process of converting a building to another use than for which it was originally intended.

Adjacent - A lot or parcel that shares all or part of a common lot line with another parcel or land use.

Aesthetic - The perception of artistic elements in the natural or created environment that are pleasing to the eye.

Anchor Tenant (store) - The major store(s) within a shopping center; usually in excess of 100,000 square feet.

Angled Parking - Parking designed for vehicular storage at a specified angle; often credited with creating a safer environment for pedestrians.

Appurtenance(s) - The visible, functional or ornamental object accessory to and/or part of buildings.

Arcade - A continuous passageway parallel to and open to a street, open space or building; usually covered by a canopy or permanent roofing; accessible and open to the public.

Architectural Style - The characteristic form and detail of buildings of a particular historic period.

Architectural Enhancement - The physical result of the application of skill and taste, according to aesthetic principals, to the architectural embellishment of a building or special landscape treatments such as parks, plazas or atriums.

Architrave - Moulding around a door or window opening; also the lowest member of the entablature resting on the capital of the column in classical architecture.

Awning - A sheltering screen, usually of canvas fabric, supported and stiffened by a rigid frame, extending over or before any place which has windows, doors, outside pedestrian walks or the like and providing shelter or protection against the weather.

B

Balconets - False balcony with railing but little floor space.

Balloon Framing - Method of wood-frame construction, referring to the skeletal framework of a building. Studs or uprights run from sill to eave with horizontal bracing members nailed to them.

Balustrade - Decorative railing together with its supporting balusters, often used at the front of a parapet or gallery.

Bargeboard - Boards or trim moulding fixed to the projecting edge of a gable roof; often ornately carved or pierced. Also called verge board or gingerbread trim.

Barrier - A device that prevents vehicular traffic from crossing into the path of traffic flowing in an opposite direction.

Batter - The receding upward slope of a wall or other inclined structure.

Bay Window - Window or series of windows that project outward from a wall and from the ground upward.

Berm - Earth contoured so as to form a mound above the general elevation of the adjacent ground or surface.

Best Management Practices (BMPs) - State of the art technology as applied to a specific problem.

Beveled Siding - Weather-tight outer wall surface on wooden buildings created by overlapping thin boards horizontally. Also called clapboard.

Blighted Area - An area characterized by: deteriorating and/or abandoned buildings; inadequate or missing public or community services; and vacant land with debris, litter, lack of sanitation facilities, trash and junk accumulation impacted by adverse environmental nuisances, such as noise, heavy traffic and odors.

Block - A unit of land bounded by streets or a combination of streets and public land, railroad rights-of-way, water ways or other barriers to the continuity of the development.

Block Face - That portion of a block which abuts an individual street.

Bracket - Decorative support feature located under eaves or overhangs.

Broken Arch Pediment - A pediment broken along its perimeter, not solid; often contains an acorn in its broken portion (Acorn Pediment); may be scroll-like (Rams Head Pediment).

Buffer - The use of any man-made or natural materials used in any fashion and designed to limit the effects of one land use upon adjoining land uses.

Buffer Strip - Open space, landscaped areas, fences, walls, berms or any combination thereof used to physically separate or screen one use or property from another, so as to visually shield or block noise, lights or other nuisances.

Build-to Line - A line appearing graphically or stated as a setback dimension along which its façade must be placed.

Buildable Area - The area of the lot remaining after the minimum yard and open space requirements of zoning ordinances have been met.

Building Façade - The facing of any permanent structure designed or built for shelter or protection of persons, animals or property of any kind. Buildings shall not include awnings, canopies or similar structures.

Building Mass - The height, width and depth of a structure.

Building Permit - Any building required under the City of Jacksonville Building Code to be permitted.

Building Site - Any group of one or more lot(s) or parcel(s) occupied or intended for development as a unit, whether or not as part of a larger development context.

C

Caliper - The outside diameter of a tree trunk. The measurements are made based on: nursery-grown trees up to four inches (0'-4") in diameter, which are measured six inches (0'-6") above the ground line; nursery grown trees greater than four inches (0'-4") in diameter are measured twelve inches (0'-12") above the ground line; and existing on-site trees are measured four feet (4'-0") above the ground line.

Canopy (Architectural)- Ornamental roof-like structure used on commercial buildings which provide shade and protection for the storefront and pedestrian traffic.

Canopy (Tree) - The overhead branching of a tree, usually referring to its extent including foliage.

Car Wash (Automatic) - A structure containing facilities for washing automobiles and automatic or semiautomatic application of cleaner, brushes, rinse water and heat for drying.

Catch Basin - An inlet designed to intercept and redirect surface waters.

Casement Window - Hinged window that opens out from a building.

Ceiling Heights - The dimension from the top of the floor to the bottom of the lowest point of the ceiling, including embellishments such as fans, signs and other features.

Circulation - Systems, structures and physical improvements for the movement of people, goods, water, air, sewage or power by such means as streets, highways, railways, waterways, towers, airways, pipes and conduits; and the handling of goods by such means as terminals, stations, warehouses and other storage buildings or transshipment points.

Clapboard - Weather-tight outer wall surface on wooden buildings created by overlapping thin boards horizontally. Pronounced "kla-berd." Also called beveled siding.

Clip or Jerkinhead Gable - A gable cut off by a secondary slope forming a hip.

Column – Supporting pillar consisting of a base, a cylindrical shaft and a capital, which is the head or top of a column. Columns have played a prominent role in a number of American architectural styles since the late eighteenth century. Most of the traditional column styles can be distinguished by their capitals.

Column, Colossal - Columns standing more than one story high. *Colossal Column.*

Column, Corinthian – Column with an elaborate capital that is decorated all the way around, traditionally with stylized representations of acanthus leaves. *Corinthian Column.*

Column, Doric Order – Column with a plain, saucer-like capital and traditionally has no base. *Doric Order Column.*

Column, Ionic Order - Column with turning elements on the capital, called volutes, that resemble rams' horns. *Ionic Order Column.*

Column, Square - Square column are more properly called posts. Also known as "Posts". *Square Column.*

Column, Tuscan –Simplified doric order column with an added base and a plain, unfluted, column shaft. *Tuscan Column.*

Commercial Development (Project) - Any development project that is designed and built for the purpose of creating parcels, buildings or leasable spaces for the commerce of selling goods or services.

Common Area - Any part of a development designed and intended to be used in common by the owners, residents or tenants of the development. These areas may contain such complementary structures or improvements as required, necessary or appropriate for the benefit and enjoyment of the owners, residents or tenants.

Common Open Area - All open space, or portions thereof, including landscaping, screening and buffering, which is part of a common area.

Community Character - The image of a community or area as defined by such factors as its built area, natural features, open space elements, type of housing, architectural style, infrastructure and type and quality of public facilities and services.

Community Development District - A defined area within a city defined by the City of Jacksonville, FL, in an effort to obtain specific planning, design and construction of those areas.

Composition Shingles - A modern roofing material composed of asphalt, fiberglass, fiber or asbestos.

Contributing Structure - Buildings, structures or sites that add to the historical association, architectural quality or archaeological value of a property or district because (a) they were present during the period of significance and possess historical integrity reflecting their character at the time or potential for yielding historical information; or (b) their potential to qualify independently for the National Register of Historic Places.

Coping - The top layer of a masonry wall that is usually sloped to carry off water.

Corbel - An overlapping arrangement of bricks or stones in which each course extends farther out from the wall than the course below.

Corbeling - Successive courses of wood or masonry which are stepped upward and outward from a wall surface.

Cornice - In classical architecture, the ornamental moulding at the top of a wall, typically under the eaves, is divided into three parts: the architrave (below); the frieze (middle); and the cornice (above). Informally, the term cornice is used to describe all three of these mouldings.

Curb - The stone or concrete boundary at the edge of the pavement of a street; usually includes gutters.

Corona - The vertically faced projection in the upper part of a cornice.

Cupola - A tower that rises from the roof level and is sometimes referred to as a belvedere (literally meaning a good view).

D

Deciduous Plants - Trees and shrubs that lose their leaves in the fall.

Dentil - One of a series of small projecting blocks forming a moulding, often under a cornice.

Design Continuity - A unifying or connecting theme or physical feature for a particular setting or place, provided by one or more elements of the natural or created environment.

Design Standards - A set of guidelines defining the parameters to be followed in site and/or building design and development.

Detention Basin (Dry Pond) - An impoundment, normally dry, for temporarily storing stormwater runoff from a drainage area to reduce peak flow rate. (Van Nostrand)

Doric Order Column – Column with a plain, saucer-like capital and traditionally has no base.

Dormer - Dormer is the name of a window set vertically into a sloping roof. Come in a variety of styles associated with roof shapes, including gabled dormers (most common), hipped dormers and shed dormers. May provide ventilation, lighting or auxiliary living space.

Drip Line - The area circumscribed on the ground by a vertical line extended from the outermost extremities of a tree's branches to the ground.

E

Easement - Any strip of land used for public or private utilities, drainage, sanitation, access or other specified use having limitations to the title to which shall remain in the name of the property owner, subject to the right of use designated in the reservation of the servitude.

Elevation - The perimeter surface of a building set approximately parallel to a lot line. Elevations are subject to setbacks and height restrictions.

Eaves - The lower edge of the roof that projects beyond the wall underneath.

Egress - An exit

Entablature - In classic architecture, the horizontal group of elements immediately above the columns or pilasters and consisting of an architrave, frieze and cornice.

Essential Services - Services and utilities needed for the health, safety and general welfare of the community, such as underground, surface or overhead electrical, gas, telephone, steam, water, sewage and other utilities and the equipment and appurtenances necessary for such systems to furnish the adequate level of service for the area in which it is located.

Existing (Use, Structure, Vegetation or Activity) - Any use, structure, vegetation or activity in legal existence on or before the effective date of a regulation.

Exposed Beams - A decorative wooden beam that appears to support eaves. Prevalent on Bungalow-style residences.

Exterior Features - Includes the architectural style, general design and general arrangement of the exterior of a building or other structure, the kind and texture of the building materials and the type and style of all windows, doors, light fixtures, signs and other appurtenant fixtures as well as other features of the building such as trees, parking and sidewalks.

Evergreen Plants - Perennial plants that do not lose their foliage with the onset of winter.

F

Façade - The face or elevation of a building. (UF)

Façade, Primary or Principal – Any and all sides of a building or structure that face a public street and/or is the primary entrance façade to the building. A building or structure may have multiple primary façades.

Façade, Rear – The façade of the building that is opposite of the front façade, has no direct visual frontage on a public roadway and no public access, except for delivery functions.

Façade, Secondary – Any and all sides of a building or structure that do not face a public street and/or is considered a secondary entry to the building. A building or structure may have multiple secondary façades.

Fascia - A flat, horizontal band typically found in combination with mouldings such as the corona of a classical cornice or a face board covering rafter ends.

Fascia Moulding - Trim moulding applied to fascia board (horizontal facing board just below edge of roof line). A flat board, band or face used sometimes by itself, but usually in combination with mouldings. Often located at the outer face of cornice.

Fenestration - The arrangement of windows in a building.

Finial - A crowning ornament at the top of a spire, gable or post.

Finished elevation - The proposed elevation of the land and surface after completion of all site preparation work.

Floor Area Ratio - The ratio of the total floor area of buildings on a certain location to the size of the land of that location.

Foot Candle - The unit of illumination when the foot is the unit of length.

Footprint - The outline of a building's ground plane from a top view.

Frieze - A decorative wide facing board located at the junction of the exterior wall and roof eaves or along the upper part of a building or a wall in a room. Friezes can be plain, painted or sculptured. In house construction, a horizontal member connecting the top of the siding with the soffit of the cornice.

Frieze Moulding - Decorative wooden moulding located at the point where the eave meets the exterior wall.

G

Gable, Clip or Jerkinhead - A gable cut off by a secondary slope forming a hip. *Clip Gable. Jerkinhead Gable.*

Gable Pediment - Decorative millwork used to cover the joint between the gable end of a house and its roof, or simply, gable end ornaments. Takes the place of cornice mouldings on exterior of many early-to-mid-Victorian houses.

Gable Roof - The vertical, triangular portion of the end of a building formed by a double-sloping roof from the level of the cornice to the peak of the roof. Gable or pediment roofs create two triangular areas on the short sides of a rectangular roof.

Gambrel Roof - A double-sloped gable roof with two separate raking slopes that break near the ridgeline to create a profile that resembles the section of a bell. Originally found on 17th-century Dutch and English colonial homes, they are now generally associated with barn roofs.

Gas Station - A place equipped for servicing automobiles, as by selling gasoline and oil, making repairs, etc.

Gingerbread - Often ornately carved or pierced boards or trim moulding fixed to the projecting edge of a gable roof; also called verge board or bargeboard.

Grading - Any stripping, cutting, filling or stockpiling of earth or land, including the land in its cut or filled condition, to create new grades.

Gross Floor Area Ratio (GFA) - Total gross floor area, including exterior building walls of all floors of a building or structure; also referred to as Gross Square Feet or GSF[1].

Gross Leasable Area (GLA) - The portion of GFA that is available for leasing to a tenant. Generally, GLA is equal to GFA less "common" areas that are not leased to tenants, including spaces for circulation to and from tenant spaces (lobbies, elevator cores, stairs, corridors, atrium, etc.), utility/mechanical spaces and parking areas.[1]

Ground Cover - Plants, other than turfgrass, normally reaching an average maximum height of twenty-four inches (0'-24") (maximum) at maturity.

H

Heat Island Effect - An air circulation problem peculiar to urban areas whereby heat forms near buildings, structures, pavements and concentrations of pollutants, creating a haze dome that prevents rising hot air from being cooled at its normal rate.

Hedge - A series of shrubs planted in a manner so as to form a continuous visual screen.

Height (of a building or structure) - The vertical distance from the ground level to a high point of a structure. When applied to a building, height shall be measured to the highest point of the coping on a flat roof or to the mean height level between the eaves and ridge for a gable, hip or gambrel roofs. Where no ground level has been established, the height may be measured from the mean elevation of the finished lot grade at the front of the building or structure.

1 Smith, M. (2005). *Shared Parking,* Second Edition. Washington D.C. ULI- the Urban Land Institute and the International Council of Shopping Centers.

High Speed Roadway - Any vehicular corridor that has a speed limit defined as a "high speed" by the Florida Department of Transportation.

Hipped Roof - Roofs with four uniformly pitched sides.

Historic Tree - *See Preserved Tree.*

I

Impervious Surface - The area of ground covered by any part of a building, street, structure, improvement, facility or material which prevents or severely restricts natural percolation of moisture.

Infill - The use of vacant land and property within a built-up area for further construction or development.

Intensity (of scale) - The bulk or mass of a building(s) on a development site, as expressed by the relative scale of the building elements.

Interconnectivity - The extent to which a project is physically connected to an adjacent property parcel in pedestrian, vehicular or another mode of transportation.

Ionic Order Column - Column with turning elements on the capital, called volutes, that resemble rams' horns.

J

Jamb Reveal (Face of Jamb) - The exposed surface of a jamb next to the door or window. The margin visible between the window or door jamb and the surrounding trim or casing.

Jerkinhead or Clip Gable - A gable cut off by a secondary slope forming a hip.

K

Key Stone - Traditionally the topmost member of an arch. Most often appears as part of an entryway.

Knee Brace - A wooden triangular brace that supports the eaves of a building. Knee braces were frequently utilized in the construction of Bungalow style residences.

L

Landscaping - Consists of, but not limited to, grass, ground covers, shrubs, vines, hedges, trees, berms and architectural landscape features and material.

Lattice - A panel of crisscrossed diagonal or perpendicular slats often utilized as decorative infill between masonry foundation piers.

Light - A single pane of glass.

Light Tresspass - The poor control of outdoor lighting that crosses property lines and detracts from property values and our quality of life.

Lintel - Horizontal beam that supports the weight of the wall above a window or door.

Littoral - Zone between high and low tide in coastal waters or the shoreline of a freshwater lake. (Gosselink)

Louver - A building component installed into the side wall to allow ventilation and/or decoration on a building. Styles may be, but are not limited to, square, rectangle, triangle, quarter or half-round. A door or window comprised of overlapping downward sloping slats that shed rain while admitting light and air.

M

Mansard Roof - Hipped roofs that are nearly flat on top, steeply sloped on the sides and generally cover the entire height of the top story to a building. The steeply sloping sides can be straight, concave or convex.

Marquee - A permanent roof-like structure projecting beyond a building wall at an entrance to a building or extending along and projecting beyond the building's wall; generally designed and constructed to provide protection against the weather.

Masonry - Brick, block or stone which is secured with mortar.

Massing - A term used to define the overall width, volume or size of a building and its parts.

Median, Non Restrictive - A median or painted centerline which does not provide a physical barrier between center traffic turning lanes or traffic lanes traveling in the opposite directions. This includes roadways with continuous center turn lanes and undivided roads.

Median, Restrictive - The portion of a divided roadway or divided highway separating vehicular traffic traveling in opposite directions. Restrictive medians include physical barriers that prohibit movement of traffic across the median such as a concrete barrier, a raised concrete curb and/or island and a grassed or swaled median.

Median, Planter - A curbed and elevated area in the middle of a roadway that contains plantings of trees, shrubs and groundcovers.

Mixed-Use Centers - Commercial and residential districts that are organized around streets, parks, plazas and squares, and function more like an urban district than a single use project. Contains a blend of designated land uses, including residential and commercial.

Modillion - An ornamental bracket used in series under the corona of a cornice; usually found in Corinthian style buildings.

Moulding - A continuous decorative strip of material applied to a surface.

Multi-Tenant Projects - Commercial projects that embody more than one (1) tenant type or commercial chain.

N

Native Plant Community - An indigenous association of plants that occur in massive groupings, as defined by the Native Flora and Fauna Index provided by the State of Florida.

Niche - A wall recess. Traditionally used to display a sculpture or ornamental object.

Net Floor Area (NFA) - Total floor area excluding building walls.[1]

Net Rental Area (NRA) - The portion of NFA that is rentable to a tenant; also called net leasable area.[1]

Noise Pollution - Continuous or episodic excessive noise in the human environment that requires buffering.

Non-Contributing Structures - Buildings, structures or sites that do not add to the historical quality or character of a district because (a) it was not constructed during the period or (b) due to alterations, disturbances or other changes, it no longer possesses historical integrity.

O

Objective - Something that one's efforts or actions are intended to attain or accomplish; a purpose, goal or target.

Off-Street Parking - A temporary storage area for a motor vehicle that is directly accessible to an access aisle and is not located on a dedicated street rights-of-way.

Offset - Surface or piece forming the top of a horizontal projection on a wall.

On-Street Parking- A temporary storage area for a motor vehicle that is located on a dedicated street rights-of-way.

Oriel - A projecting window supported by a corbel or brackets; usually on an upper story.

Outdoor Cafe - An area adjacent to an establishment whose principal use and function is eating or drinking non-alcoholic beverages. This area may be at ground level or on an upper story balcony. In either case, the outdoor cafe shall have access to the public sidewalk.

Outdoor Storage - The keeping of any goods, junk, material, merchandise, or vehicles in an unenclosed area or in the same place for more than twenty-four hours.

P

Palm - A self-supporting woody plant of the tropical or sub-tropical species commonly marked by a simple and terminal crown of large palmate leaves.

Parapet - A solid protective or decorative wall located along the outside edge of a roof.

Parallel Parking - A method of storing a vehicle adjacent to, and in line with, the flow of traffic on a roadway.

Parking Aisle - An area within a parking facility intended to provide ingress and egress to parking spaces.

Parking Space - An independently accessible off street storage space, either outside or within a structure, for the parking of motor vehicles.

Parking Facility - Any off-street area or structure for the parking of motor vehicles.

Parking Lot - An off-street, ground level area for the parking of motor vehicles.

Parking, Shared - Joint use of a parking area for more than one (1) use.

Paving Materials - A created surface such as bricks, stones, concrete or asphalt, placed on the land to facilitate passage. The part of a street having an improved surface.

Pedestrian Environment - Any area, region or geographical space that serve the needs of people who travel by foot.

Pedestrian Access - An improved surface which connects the public rights-of-way with a private property or building entrance.

Pedestrian Courtyard - Any plaza or public space at least fifty (50) square feet, and at least fifteen feet (15'-0") wide and long that serves people who travel by foot and contains site furnishings such as benches, fountains, etc.

Pedestrian Plaza - A small paved pedestrian area providing seating and landscaping. Plazas are primarily created for passive recreation or visual amenity, and may contain seating and tables. Plazas shall be adjacent to or within commercial centers, public rights-of-ways or other open spaces.

Pediment - The triangular gable end of the roof above the horizontal cornice. The pediment may be: closed with an uninterrupted horizontal cornice; open with the horizontal cornice broken; or interrupted by the tower.

Pediment, Broken Arch - A pediment broken along its perimeter; not solid. Often contains an acorn in its broken portion (Acorn Pediment). May be scroll-like (Rams Head Pediment). *Broken Arch Pediment.*

Pediment, Gable - Decorative mill work used to cover the joint between the gable end of a house and its roof, or simply, gable-end ornaments. Takes the place of cornice mouldings on the exterior of many early-to-mid-Victorian houses. *Gable Pediment.*

Pediment, Peaked - Solid triangle pediment head unbroken along its perimeter. *Peaked Pediment.*

Pediment, Rounded - Arc-like pediment (sunburst, elliptical, half-round, etc.). *Rounded Pediment.*

Pendant - Ornamental knob suspended from above.

Pent Roof - Sloping roof structure located above a window line which serves as secondary protection or ornamentation.

Pergola - A garden feature forming a shaded walk or passageway of pillars that support cross beams and a sturdy open lattice upon which woody vines are trained.

Pervious Surface - Any material that permits partial or full absorption of stormwater into previously unimproved land.

Piers - A masonry structure which elevates and supports a building or part of a building; usually made of brick or concrete block.

Pilaster - Decorative half column or pillar attached to a wall as decoration.

Pitch - The incline slope of a roof or the ratio of the total rise to the total width of a house.

Pivot Window - Hinged window which opens out with the aid of a mechanical crank.

Planter - A decorative container, of a variety of sizes and shapes, for growing flowers or ornamental plants.

Plinth - The square block at the base of a column or pedestal.

Projecting Rib - A curved structural member supporting any curved shape or panel; a moulding which projects from the surface and separates the various façades of buildings.

Public views - Within sight distance of any area defined as being for the community or population at large.

Purlins - A piece of timber laid horizontally to support the common rafters of a roof.

Tree, Preserved - A tree in good health that is protected from removal based on size, species and/or unique characteristics of the tree.

Q

Quatrefoil - Four-lobed cloverleaf pattern; often worked into the façade of Gothic churches above the entrance.

Quoin - A hard stone or brick used to reinforce a corner; often purely decorative.

R

Rafter - A wooden member of a roof frame which slopes downward from the ridge line.

Rafter Tail - The exposed end of the parallel beams that support the roof.

Recessed Panel - A recessed area usually located in the frieze band of residential buildings. Recessed panels are decorative elements that often function as an area for signage.

Reconstruction- The authentic reproduction of a building that once existed.

Recovery Zone - A strip of land within the road public rights-of-way or a commercial development that is designed to allow for minor vehicle recovery, should a driver accidentally deviate from a drive lane.

Redevelopment - To improve an existing building, site, or area that was previously developed with the intention of increasing the property values of the site.

Rehabilitation - The process of returning a building to a state of usefulness through repair or alteration, which preserves those features that are historically or architecturally significant.

Relocation - Any change in the location of a building from its present setting to another setting.

Renovation- Modernization of a building that is historic or has fallen into disrepair.

Restoration - The process of accurately recovering the form and details of a building as it may have appeared at an earlier time.

Retention Basin (Wet Pond) - A reservoir containing a permanent pool for temporarily storing stormwater runoff and reducing the storm runoff rate from a drainage area. (Van Nostrand)

Reveals - A visible side of an opening for a window or doorway between the framework and the outer façade of the building where the wall is not filled with a window or doorway the entire thickness of the wall.

Revitalization - The imparting of new economic and community life in an existing neighborhood, area, or district while at the same time preserving the architectural heritage of the building or site.

Ridge - The highest part of a roof.

Rights-of-Way - The lands required for installation of stormwater sewers or drainage ditches, or required along a natural stream or water course for preserving the channel and providing flow of water therein to safeguard the public against flood damage.

Rights-of-Way Line - The lot line dividing a street and a lot. For public streets, the rights-of-way line shall be the existing lot line. For a private streetline, it shall be the edge of the curb or legally described street, whichever is greater.

Roof, Gable - The vertical, triangular portion of the end of a building, formed by a double-sloping roof, from the level of the cornice to the peak of the roof. Gable or pediment roofs create two triangular areas on the short sides of a rectangular. *Gable Roof.*

Roof, Gambrel - A double-sloped gable roof with two separate raking slopes that break near the ridgeline to create a profile that resembles the section of a bell. Originally found on 17th-Century Dutch and English colonial homes, they are now generally associated with barn roofs. *Gambrel Roof.*

Roof, Hipped – A roof with four uniformly pitched sides. *Hipped Roof.*

Roof, Mansard - Hipped roofs that are nearly flat on top, steeply sloped on the sides and generally cover the entire height of the top story to a building. The steeply sloping sides can be straight, concave or convex. *Mansard Roof.*

Roof, Shed - A roof with a single sloping pitch. *Shed Roo*f.

Rounded Pediment - An arc-like "pediment" (sunburst, elliptical, half-round, etc.).

S

Scale - A term used to define the proportions of a building in relation to its surroundings. The apparent height, size and bulk of a structure as compared to the height of adjacent buildings and a human, and/or the apparent height, size and bulk of the components of the façade as compared to the apparent height, size and bulk of a structure.

Scrollwork - Wooden cut-out ornamentation accomplished by a jigsaw or a scroll saw.

Setback - The mandatory minimum distance between a property line and a façade or the distance between a lot line and an elevation.

Service Station (Automobile) - Any building, land area or other premises or portion thereof, used for the retail dispensing or sales of vehicular fuels, service and repair of automobiles and include, as an accessory use, the sale and installation of lubricants, tires, batteries and similar vehicle accessories.

Shared Parking - See Parking, Shared.

Shed Roof - Roof with a single sloping pitch.

Sidelight - A glass window pane located at the side of a main entrance way.

Sign - A conventional or arbitrary mark, figure or symbol used as an abbreviation for the word(s) it represents.

Sill - The horizontal part at the bottom of a window or door frame.

Sill Moulding - Moulding designed to resist or shed water away from a wall surface.

Site Furnishings - Outdoor furniture and commercial-grade site amenities including park benches, trash receptacles, bicycle parking racks, ash urns, tree grates, tables and chairs designed for the urban and streetscape environment.

Snipe Signage - Any sign attached to public property or erected in or over the public rights-of-way.

Soffit - The underside of an overhang, arch, lintel or other spanning member.

Speed Bump - A raised section of a paved surface or roadway designed to slow down vehicles.

Speed Table - Long raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section. (Federal Highway Administration (http://www.ite.org/traffic/table.htm))

Square Column (Post) - Properly called a post.

Suburban Development - Areas of commercial development that fall outside the urban development areas but support the common commercial office needs of the general public.

Step Out Zone - A strip of land within a public road rights-of-way or along an internal commercial driveway, where on-street parking (parallel or angled) is permitted. It is designed to create an area for a pedestrian to exit a car or parking tract without having to step into a planter area.

Streetscape Environment - The portions of a property located adjacent to a public rights-of-way or internal circulation route which provide pedestrian circulation, site furnishings, building ingress and egress.

Stucco - A masonry material applied as exterior wall fabric.

Sustainable Development - Any construction that can be maintained over time without damaging the environment; development balancing near-term interests with the protection of the interests of future generations.

T

Thoroughfare - Any public or private pedestrian way designated to provide public access to abutting property or the public rights-of-way. This term shall include dedicated rights.

Transom Window - A glass pane located above a window or door; usually rectangular.

Tree, Canopy - Any self-supporting woody plant of a species which normally achieves an overall height at maturity of forty feet (40'-0") or more, and a minimum crown spread of thirty feet (30'-0").

Tree Health, Good - A healthy and vigorous tree with no signs of insect, disease or mechanical injury. Less than ten percent (10%) dead wood of the total crown area.

Tree Health, Fair - A tree of average health. There may be minor insect damage, disease and/or physiological problems such as decay and mistletoe. There may be a need for some corrective pruning. Less than thirty percent (30%) deadwood from the total crown area.

Tree Health, Poor - A tree which is in a general state of decline, although tree death may not be imminent. The tree shows staghorning (dieback), mechanical, insect and or disease damage, and may require major repair, pruning and fertilization. More than forty percent (40%) deadwood of the total crown area.

Tree Protection - Measures taken, such as temporary fencing and the use of tree wells, to protect existing trees from damage or loss during and after project construction.

Tree, Understory - Any self-supporting woody plant of a species which can grow beneath larger canopy trees, normally achieves an overall height of fifteen to thirty-five feet (15'-0" to 35'-0") at maturity and a minimum crown spread of fifteen feet (15'-0").

Trefoil - Three-lobed cloverleaf pattern. Often worked into the façade of Gothic churches above the entrance.

Trellis - A structure of open latticework, especially one used as a support for vines and other creeping plants.

Trim - The finish materials in a building, such as mouldings, applied around openings (window trim, door trim) or at the floor and ceiling of rooms (baseboard, cornice and other mouldings).

Truss - An assemblage of beams forming a framework that serves as a bracket to support other members or to bridge a span.

Turfgrass - Continuous coverage of the grounds surface by a grass species which requires mowing.

U

Underground Utilities - The placement of electric, cable, telephone and other utilities customarily carried on poles, underground or in vaults.

Urban Development Areas - A highly developed area that includes, or is appurtenant to, a central city or place and contains a variety of commercial, residential and cultural uses.

Urban Node - The parcels or property abutting an intersection where two major arterial roads intersect.

V

Verge Board/Trim - Often ornately carved or pierced boards or trim moulding fixed to the projecting edge of a gable roof; also called bargeboard or gingerbread trim.

W

Water Feature Element - Aqueous elements that are pleasing details that help soothe the senses.

Water Table - A projecting stringcourse or similar structural member placed so as to divert rain water from a building.

Wheel Stops ("Bumpers") - Permanently secured, durable devices no less than four inches (0'-4") in height and are designed to restrict vehicular encroachment.

Window Casing - A finished frame surrounding a window; the visual frame, usually created from wood, metal, stone, or concrete.

Window Sign - A sign which is painted on, or attached to, a window and is visible to pedestrian or vehicular traffic.

Wood Shingles - A type of wooden siding comprised of milled shingles which overlap each other. The bottoms of wood shingles, when cut diagonally, round or triangularly, create a decorative feature.

APPENDIX A: MASTER SITE DEVELOPMENT CHECKLIST

Master Site Development Plan Checklist

Place a check mark to indicate site plan compliance.

- ☑ **Project or Development name consistent with previously approved name (includes any former name, if existing)**
- ☑ **Name of Owner, Developer, Engineer, Surveyor, and Landscape Architect or other consultants involved with the development plan**
- ☑ **Vicinity map to include:**
  - □ North arrow
  - □ Designated scale
  - □ Graphical map scale
  - □ Textual map scale
- ☑ **Data summary to include:**
  - □ Total anticipated phases/units
  - □ Total site area
  - □ Active recreation area (acres)
  - □ Number of lots and dwelling units
  - □ Number of buildings with square footage
  - □ Existing and proposed zoning
  - □ Parking requirements (per Section 656.604)
  - □ Percent of building coverage to lot area

☑ **Legal description and approximate acreage of the site to be provided**

☑ **Identify/indicate:**

- □ Contiguous rights-of-ways
- □ Easements
- □ Platted lots
- □ Median openings within two-hundred (200) feet of proposed project
- □ Driveways within two-hundred (200) feet of proposed project
- □ Streets
- □ R.O.W. dimensions
- □ Pavement widths
- □ Sidewalks (per Section 654.133)
- □ Existing adjacent land uses with title and zoning code
- □ Street layout(s)
- □ Lot(s)
- □ Block(s)
- □ Site dimensions for all lots (include 50 x 50 pad with driveway location on all single family lots of 6,000 square feet or less.)
- □ "Jurisdictional wetlands"
- □ FEMA flood zone(s)
- □ Existing conditions and improvements that will be undisturbed
- □ Location(s) of signage with dimensions
- □ Rights-of-ways proposed as a new road by the Florida Department of Transportation, Jacksonville Transportation Authority or the City of Jacksonville
- □ Type of Fire Protection Service, give distances to location of nearest fire hydrants and show all proposed hydrants
- □ Locations for compactors, dumpster pads, and areas for securing bicycles
- □ Surrounding zoning of all adjacent parcels
- □ Existing and proposed sidewalk(s)
- □ Building location(s) - label building height and square footage; include elevations of proposed building
- □ Protected trees and R.O.W. buffer standards in residential subdivisions
- □ Clearly indicate and label all conservation areas

☑ **Provide/include:**

- □ Complete vegetative and wildlife survey for projects over fifty (50) acres
- □ Master plan of original development and proposed phasing and units (indicate PUD Ordinance and DRI Resolution Number in lower right corner)
- □ Landscape plan(s)
- □ Tree removal plan(s)
- □ Primary engineering plan(s) (include relationship to stormwater concepts)
- □ Median opening(s) within two-hundred (200) feet of proposed project

☑ **Note acreage of open space and designate the type of open space**
☑ **Note maximum impervious coverage**

APPENDIX B: SUGGESTED PLANT LIST

CANOPY TREES

BOTANICAL NAME	COMMON NAME
ACER BUERGERANUM	TRIDENT MAPLE
ACER CAMPESTRE 'SCHICHTEL'S UP-RIGHT"	HEDGE MAPLE
ACER RUBRUM	RED MAPLE
ACER SACCHARUM 'ASTIS'	STEEPLE SUGAR MAPLE
BETULA NIGRA	RIVER BIRCH
CEDRUS ATLANTICA	ATLAS CEDAR
CEDRUS DEODARA	DEODAR CEDAR
CELTIS LAEVIGATA 'ALL SEASONS'	ALL SEASONS SUGARBERRY
FRAXINUS PENNSYLVANICA	GREEN ASH
GINKGO BILOBA	GINKGO TREE
GORDONIA LASIANTHUS	LOBLOLLY BAY
JUNIPERUS SILICICOLA	SOUTHERN RED CEDAR
JUNIPERUS VIRGINIANA	EASTERN CEDAR
LIQUIDAMBAR STYRACIFLUA	SWEETGUM
LIRIODENDRON TULIPFERA	TULIP TREE
MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA
PINUS ELLIOTTII	FLORIDA SLASH PINE
PINUS GLABRA	SPRUCE PINE
PINUS PALUSTRIS	LONGLEAF SOUTHERN YELLOW PINE
PISTACIA CHINENSIS	CHINESE PISTACHIO
PLATANUS OCCIDENTALIS	SYCAMORE
PYRUS CALLERYANA	BRADFORD PEAR
QUERCUS ALBA	WHITE OAK
QUERCUS LYRATA	OVERCUP OAK
QUERCUS LAURIFOLIA	LAUREL OAK
QUERCUS NUTTALLI	NUTTALL OAK
QUERCUS PHELLOS	WILLOW OAK
QUERCUS SHUMARDII	SHUMARD RED OAK
QUERCUS VIRGINIANA	LIVE OAK
TAXODIUM ASCENDENS	POND CYPRESS
TAXODIUM DISTICHUM	BALD CYPRESS
ULMUS ALATA	WINGED ELM
ULMUS PARVIFOLIA 'EMER II'	ALLEE ELM

CANOPY TREES (CONT.)

BOTANICAL NAME	COMMON NAME
ULMUS PARVIFOLIA 'DRAKE'	DRAKE ELM
ULMUS PARVIFOLIA 'BOSQUE'	LACEBARK ELM
ZELKOVA SERRATA	GREEN VASE ZELKOVA

SUB-CANOPY TREES

BOTANICAL NAME	COMMON NAME
CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD
CHIONANTHUS VIRGINICUS	WHITE FRINGETREE
CORNUS FLORIDA	FLOWERING DOGWOOD
ILEX CASSINE	DAHOON HOLLY
ILEX X ATTENUATA 'EAST PALATKA'	EAST PALATKA HOLLY
ILEX X ATTENUATA 'FOSTERI'	FOSTERS HOLLY
ILEX X ATTENUATA 'SAVANNAH'	SAVANNAH HOLLY
ILEX HYBRID 'NELLIE STEVENS'	NELLIE STEVENS HOLLY
ILEX VOMITORIA	YAUPON HOLLY
LAGERSTROEMIA INDICA	CRAPE MYRTLE
LIGUSTRUM JAPONICUM	TREE-FORM LIGUSTRUM
MAGNOLIA X SOULANGIANA	SAUCER MAGNOLIA

PALMS TREES

BOTANICAL NAME	COMMON NAME
BUTIA CAPITATA	PINDO PALM
PHOENIX CANARIENSIS	CANARY ISLAND DATE PALM
PHOENIX DACTYLIFERA 'MEDJOOL'	MEDJOOL DATE PALM
SABAL PALMETTO	CABBAGE PALM
TRACHYCARPUS FORTUNEI	WINDMILL PALM
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM

SHRUBS

BOTANICAL NAME	COMMON NAME
ABELIA 'EDWARD GOUCHER'	PINK ABELIA
ABELIA X GRANDIFLORA	GLOSSY ABELIA
BUXUS MICROPHYLLA	BOXWOOD
CALYCANTHUS FLORIDUS	CAROLINA ALLSPICE
CAMELLIA JAPONICA	JAPANESE CAMELLIA
CAMELLIA SASANQUA	SASANQUA CAMELLIA
CEDRUS ATLANTICA 'FASTIGIATA'	COLUMNAR ATLAS CEDAR
CLEYERA JAPONICA	CLEYERA
CRYPTOMERA JAPONICA 'YOSHINO'	YOSHINO CRYPTOMERA
CUPRESSOCYPARIS LEYLANDII	LEYLAND CYPRESS
CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS
DAPHNE ODORA	FRAGRANT DAPHNE
DURANTA ERECTA	GOLDEN DEWDROP
ELAEAGNUS PUNGENS	SILVERTHORN
ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY
ERIOBOTRYA DEFLEXA 'COPPERTONE'	COPPERTONE
FEIJOA SELLOWIANA	PINEAPPLE GUAVA
FORSYTHIA INTERMEDIA	BORDER FORSYTHIA
GAMOLEPIS CHRYSANTHEMOIDES	AFRICAN BUSH DAISY
GARDENIA AUGUSTA	GARDENIA
HAMELIA PATENS	FIREBUSH
HYDRANGEA QUERCIFOLIA	OAKLEAF HYDRANGEA
ILEX CORNUTA 'BURFORDII'	BURFORD HOLLY
ILEX CORNUTA 'ROTUNDA'	ROTUNDA HOLLY
ILEX HYBRID 'MARY NELL'	MARY NELL HOLLY
ILEX HYBRID 'NELLIE STEVENS'	NELLIE STEVENS HOLLY
ILEX GLABRA	INKBERRY
ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY
ILEX OPACA 'GREENLEAF'	AMERICAN HOLLY
ILEX VOMITORIA 'PENDULA'	WEEPING YAUPON HOLLY
ILLICIUM FLORIDANUM	FLORIDA ANISE
ILLICIUM PARVIFLORUM	YELLOW ANISE

SHRUBS (CONT.)

BOTANICAL NAME	COMMON NAME
ITEA VIRGINICA	VIRGINIA SWEETSPIRE
JUNIPERUS CHINENSIS 'BLUE POINT'	BLUE POINT JUNIPER
JUNIPERUS CHINENSIS 'BLUE VASE'	BLUE VASE JUNIPER
JUNIPERUS CHINENSIS 'HETZII'	HETZII JUNIPER
JUNIPERUS CHINENSIS 'SEA GREEN'	SEA GREEN JUNIPER
JUNIPERUS CHINENSIS 'TORULOSA'	TOROLUSA JUNIPER
JUNIPERUS SILICICOLA	SOUTHERN RED CEDAR
LIGUSTRUM JAPONICUM	WAX PRIVET
LOROPETALUM CHINENSE	FRINGE FLOWER
MYRICA CERIFERA	WAX MYRTLE
MYRCIANTHES FRAGRANS	SIMPSON'S STOPPER
NANDINA DOMESTICA	HEAVENLY BAMBOO
NANDINA DOMESTICA 'COMPACTA'	DWARF HEAVENLY BAMBOO
OSMANTHUS FRAGRANS	SWEET TEA OLIVE
PITTOSPORUM TOBIRA	GREEN PITTOSPORUM
PITTOSPORUM TOBIRA 'VARIEGATA'	VARIEGATED PITTOSPORUM
PODOCARPUS MACROPHYLLUS	JAPANESE YEW
PRUNUS CAROLINIANA	CAROLINA LAUREL
PYRACANTHA COCCINEA	FIRETHORN
RHAPHIOLEPIS INDICA	INDIAN HAWTHORN
RHODODENDRON spp.	AZALEA
SERENOA REPENS	SAW PALMETTO
VIBURNUM OBOVATUM	WALTERS VIBURNUM
VIBURNUM ODORATISSIMUM	SWEET VIBURNUM
VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM

GROUNDCOVERS

BOTANICAL NAME	COMMON NAME
AJUGA REPTANS	BUGLEWEED
ASPIDISTRA ELATIOR	CAST IRON PLANT
CEPHALOTAXUS HARRINGTONIA	CREEPING YEW
CLETHRA ALNIFOLIA	HUMMINGBIRD CLETHRA
CYRTOMIUM FALCATUM	HOLLY FERN
CUPHEA HYSSOPIFOLIA	MEXICAN HEATHER
DIANELLA TASMANICA	BLUEBERRY FLAX LILY
DIETES BICOLOR	YELLOW AFRICAN IRIS
DIETES VEGETA	WHITE AFRICAN IRIS
ECHINACEA PURPUREA	PURPLE CONEFLOWER
GAILLARDIA PULCHELLA	BLANKET FLOWER
HAMELIA PATENS 'COMPACTA'	DWARF FIREBUSH
HELIANTHUS DEBILIS	DUNE SUNFLOWER
HEMEROCALLIS spp.	DAYLILLY
ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY
ILEX CRENATA	HOLLY
ILEX CRENATA 'COMPACTA'	COMPACTA HOLLY
ILEX VOMITORIA 'STOKES DWARF'	DWARF YAUPON HOLY
JUNIPERUS CHINENSIS 'PARSONI'	PARSON'S JUNIPER
JUNIPERUS CHINENSIS 'SARGENTII'	SARGENT'S JUNIPER
JUNIPERUS CONFERTA	SHORE JUNIPER
JUNIPERUS CONFERTA 'BLUE PACIFIC'	BLUE PACIFIC JUNIPER
JUNIPERUS CONFERTA 'COMPACTA'	DWARF SHORE JUNIPER
JUNIPERUS HORIZONTALIS	JUNIPER
JUNIPERUS PROCUMBENS 'NANA'	DWARF PROCUMBENS JUNIPER
LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LIRIOPE
LIRIOPE MUSCARI 'EVERGREEN GIANT"	EVERGREEN GIANT LIRIOPE
LOROPETALUM CHINENSE 'SNOW-MOUND'	SNOWMOUND LOROPETALUM
NEPHROLEPIS BISERRATA 'MACHO '	GIANT SWORDFERN
NEPHROLEPIS EXALTATA	BOSTON FERN
OPHIOPOGON JAPONICUS	MONDO GRASS
OPHIOPOGON JAPONICUS 'NANA'	DWARF MONDO GRASS

GROUNDCOVERS (CONT.)

BOTANICAL NAME	COMMON NAME
PLUMBAGO 'IMPERIAL BLUE'	PLUMBAGO
PODOCARPUS MACROPHYLLUS 'MAKI'	MAKI JAPANESE YEW
RHAPHIOLEPIS INDICA	INDIAN HAWTHORN
RHODODENDRON spp.	AZALEA
RUBUS CALYCINOIDES	CREEPING RASBERRY
TECOMA STANS	YELLOW ELDER
TRACHELOSPERMUM ASIATICUM 'MINIMA'	DWARF CONFEDERATE JASMINE
TRACHELOSPERMUM ASIATICUM 'TEXAS LONG'	DWARF CONFEDERATE JASMINE
TRACHELOSPERMUM ASIATICUM 'TRICOLOR'	DWARF TRICOLOR ASIATIC JASMINE
TRACHELOSPERMUM ASIATICUM 'VARIEGATUM'	DWARF VARIEGATED ASIATIC JASMINE
TRACHELOSPERMUM JASMINOIDES	CONFEDERATE JASMINE
TRACHELOSPERMUM JASMINOIDES 'STAR'	STAR CONFEDERATE JASMINE
TRACHELOSPERMUM JASMINOIDES 'VARIEGATUM'	VARIEGATED ASIATIC JASMINE
TRADESCANTIA PALLIDA 'PURPUREA'	PURPLE QUEEN
TULBAGHIA VIOLACEA	SOCIETY GARLIC
WEDELIA TRILOBATA	CREEPING OX EYE

ACCENTS

BOTANICAL NAME	COMMON NAME
ABELIA CHINENESIS	CHINESE ABELIA
ABELIA GRANDIFLORA	ABELIA
AGARISTA POPULIFOLIA	FETTERBUSH
BERBERIS THUNBERGII	BARBERRY
CLETHRA ALNIFOLIA	SUMMERSWEET
CYCAS CIRCINALIS	QUEEN SAGO
CYCAS REVOLUTA	KING SAGO
DURANTA ERECTA	GOLDEN DEW DROP
GARDENIA AUGUSTA	GARDENIA
HYDRANGEA MACROPHYLLA	HYDRANGEA
MAHONIA BEALEI	LEATHERLEAF MAHONIA
RHAPHIOLEPSIS 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY INDIAN HAWTHORNE
RHODODENDRON spp.	AZALEA
SERISSA FOETIDA	FLOWERING SERISSA
VITEX AGNUS-CASTUS	SHOAL'S CREEK VIBURNUM

AQUATIC SPECIES

BOTANICAL NAME	COMMON NAME
BACOPA CAROLINANA	WATER HYASOP
CANNA FLACCIDA	YELLOW CANNA LILY
CANNA GLAUCA	CANNA
CARYA AQUATICA	WATER HICKORY
CORNUS FOEMINA	SWAMP DOGWOOD
CRINUM AMERICANUM	FLORIDA STRING LILY
ELEOCHARIS SPP.	JOINTED SPIKERUSH
IRIS HEXAGONA	PRARIE IRIS
IRIS PSUEDACORUS	YELLOW FLAG IRIS
IRIS VIRIGINICA	BLUE FLAG IRIS
JUNCUS EFFUSUS	SOFT RUSH
LACHNANTHES CAROLINIANA	REDROOT
NYMPHAEA SPP.	WATERLILY
PANICUM HEMITOMON	MAIDENCANE
PENNISETUM ALOPECUROIDES	BLACK FLOWERED FOUNTAIN GRASS
PONTEDERIA CORDATA	PICKEREL WEED

AQUATIC SPECIES (CONT.)

BOTANICAL NAME	COMMON NAME
SCIRPUS VALIDUS	SOFT-STEM BULRUSH
SAGITTARIA LANCIFOLIA	LANCE-LEAF ARROWHEAD
TAXODIUM DISTICHUM	POND CYPRESS
ZEPHYRANTHES CANDIDA	RAIN LILY

VINES

BOTANICAL NAME	COMMON NAME
FICUS PUMILA	CREEPING FIG
FICUS PUMILA 'VARIEGATA'	VARIEGATED CREEPING FIG
GELSEMIUM SEMPERVIRENS	CAROLINA YELLOW JESSAMINE
LONICERA JAPONICA	JAPANESE HONEYSUCKLE
LONICERA SEMPERVIRENS	CORAL HONEYSUCKLE
LONICERA SEMPERVIRENS 'MAGNIFICA'	TRUMPET HONEYSUCKLE
TECOMARIA CAPENSIS	CAPE HONEYSUCKLE
TRACHELOSPERMUM ASIATICUM	SMALL LEAF JASMINE
TRACHELOSPERMUM JASMINOIDES	CONFEDERATE JASMINE

APPENDIX C: MODEL LIGHTING ORDINANCE

Model Outdoor Lighting Ordinance for Cities and Towns[1]

Following is a model text for an outdoor night-lighting ordinance that cities and towns can use, based on ordinances that have been successfully implemented in Kennebunkport, Maine, and Tucson, Arizona. Replace the word "Anytown" with the name of your city or town. Of course, terms such as "Town", "Town Meeting", "Code Enforcement Officer", "building official", "Subdivision Plat", "Board of Selectmen" and "Lighting Committee" may need to be changed to conform to local usages.

STATEMENT OF NEED AND PURPOSE: Good outdoor lighting at night benefits everyone. It increases safety, enhances the Town's night time character, and helps provide security. New lighting technologies have produced lights that are extremely powerful, and these types of lights may be improperly installed so that they create problems of excessive glare, light trespass and higher energy use. Excessive glare can be annoying and may cause safety problems. Light trespass reduces everyone's privacy and higher energy use results in increased costs for everyone. There is a need for a lighting ordinance that recognizes the benefits of outdoor lighting and provides clear guidelines for its installation so as to help maintain and compliment the Town's character. Appropriately regulated and properly installed, outdoor lighting will contribute to the safety and welfare of the residents of the Town.

This ordinance is intended to reduce the problems created by improperly designed and installed outdoor lighting. It is intended to eliminate problems of glare, minimize light trespass and help reduce the energy and financial costs of outdoor lighting by establishing regulations which limit the area that certain kinds of outdoor-lighting fixtures can illuminate and by limiting the total allowable illumination of lots located in the Town of Anytown. All business, residential, and community driveway, sidewalk, and property luminaires should be installed with the idea of being a "good neighbor", with attempts to keep unnecessary direct light from shining onto abutting properties or streets.

ARTICLE 1

1.1. DEFINITIONS: For the purposes of this Ordinance, terms used shall be defined as follows:

Direct Light: Light emitted directly from the lamp, off of the reflector or reflector diffuser or through the refractor or diffuser lens, of a luminaire.

Fixture: The assembly that houses the lamp or lamps and can include all or some of the following parts: a housing, a mounting bracket or pole socket, a lamp holder, a ballast, a reflector or mirror and/or a refractor or lens.

Flood or Spot Light: Any light fixture or lamp that incorporates a reflector or a refractor to concentrate the light output into a directed beam in a particular direction.

Fully-Shielded Lights: outdoor light fixtures shielded or constructed so that no light rays are emitted by the installed fixture at angles above the horizontal plane as certified by a photometric test report.

Glare: Light emitting from a luminaire with an intensity great enough to reduce a viewer's ability to see and, in extreme cases, causing momentary blindness.

Grandfathered Luminaires: Luminaires not conforming to this code that were in place at the time this code was voted into effect. When an ordinance "grandfathers" a luminaire, it means that already-existing outdoor lighting does not need to be changed unless a specified period is specified for adherence to the code.

Height of Luminaire: The height of a luminaire shall be the vertical distance from the ground directly below the centerline of the luminaire to the lowest direct-light-emitting part of the luminaire.

Indirect Light: Direct light that has been reflected or has scattered off of other surfaces.

Lamp: The component of a luminaire that produces the actual light.

1 http://www.darksky.org/ordsregs/mlc/

Light Trespass: The shining of light produced by a luminaire beyond the boundaries of the property on which it is located.

Lumen: A unit of luminous flux. One foot candle is one lumen per square foot. For the purposes of this Ordinance, the lumen-output values shall be the INITIAL lumen output ratings of a lamp.

Luminaire: This is a complete lighting system, and includes a lamp or lamps and a fixture.

Outdoor Lighting: The night-time illumination of an outside area or object by any man-made device located outdoors that produces light by any means. Temporary outdoor lighting: The specific illumination of an outside area of object by any man-made device located outdoors that produces light by any means for a period of less than seven (7) days, with at least one-hundred and eighty (180) days passing before being used again.

ARTICLE 2

2.1. REGULATIONS: All public and private outdoor lighting installed in the Town of Anytown shall be in conformance with the requirements established by this Ordinance. All previous language in Anytown bylaws and ordinances regarding outdoor lighting is replaced with this ordinance.

2.2. CONTROL OF GLARE -- LUMINAIRE DESIGN FACTORS:

A. Any luminaire with a lamp or lamps rated at a total of MORE than 1800 lumens, and all flood or spot luminaires with a lamp or lamps rated at a total of MORE than 900 lumens, shall not emit any direct light above a horizontal plane through the lowest direct-light-emitting part of the luminaire.

B. Any luminaire with a lamp or lamps rate at a total of MORE than 1800 lumens, and all flood or spot luminaires with a lamp or lamps rated at a total of MORE than 900 lumens, shall be mounted at a height equal to or less than the value 3 + (D/3), where D is the distance in feet to the nearest property boundary. The maximum height of the luminaire may not exceed twenty-five feet (25'-0").

2.3. EXCEPTIONS TO CONTROL OF GLARE:

A. Any luminaire with a lamp or lamps rated at a total of 1800 lumens or LESS, and all flood or spot luminaires with a lamp or lamps rated at 900 lumens or LESS, may be used without restriction to light distribution or mounting height, except that if any spot of flood luminaire rated 900 lumens or LESS is aimed, directed, or focused such as to cause direct light from the luminaire to be directed toward residential buildings on adjacent or nearby land, or to create glare perceptible to persons operating motor vehicles on public ways, the luminaire shall be redirected or its light output controlled as necessary to eliminate such conditions.

B. Luminaires used for public-roadway illumination may be installed at a maximum height of twenty-five feet (25'-0") and may be positioned at that height up to the edge of any bordering property.

C. All temporary emergency lighting need by the Police or Fire Departments or other emergency services, as well as all vehicular luminaires, shall be exempt from the requirements of this article.

D. All hazard warning luminaires required by federal regulatory agencies are exempt from the requirements of this article, except that all luminaires used must be red and must be shown to be as close as possible to the federally required minimum lumen output requirement for the specific task.

E. Luminaires used primarily for sign illumination may be mounted at any height to a maximum of twenty-five feet (25'-0"), regardless of lumen rating.

F. Law Governing Conflicts. Where any provision of federal, state, county, or town statutes, codes, or laws conflicts with any provision of this code, the most restrictive shall govern unless otherwise regulated by law.

2.4. OUTDOOR ADVERTISING SIGNS:

A. Top Mounted Fixtures Required. Lighting fixtures used to illuminate an outdoor advertising sign shall be mounted on the top of the sign structure. All such fixtures shall comply with the shielding requirements of Section 2.2. Bottom-mounted outdoor advertising-sign lighting shall not be used.

B. Outdoor advertising signs of the type constructed of translucent materials and wholly illuminated from within do not require shielding. Dark backgrounds with light lettering or symbols are preferred, to minimize detrimental effects. Unless conforming to the above dark background preference, total lamp wattage per property shall be less than 41 watts.

C. Compliance Limit. Existing outdoor advertising structures shall be brought into conformance with this Code within ten years from the date of adoption of this provision.

D. Prohibitions. Electrical illumination of outdoor advertising off-site signs between the hours of 11:00 p.m. and sunrise is prohibited.

2.5. RECREATIONAL FACILITIES:

A. Any light source permitted by this Code may be used for lighting of outdoor recreational facilities (public or private), such as, but not limited to, football fields, soccer fields, baseball fields, softball fields, tennis courts, or show areas, provided all of the following conditions are met:

a. All fixtures used for event lighting shall be fully shielded as defined in Section 2.2 of this Code, or be designed or provided with sharp cut-off capability, so as to minimize up-light, spill-light, and glare.

b. All events shall be scheduled so as to complete all activity before or as near to 10:30 p.m. as practical, but under no circumstances shall any illumination of the playing field, court, or track be permitted after 11:00 p.m. except to conclude a scheduled event that was in progress before 11:00 p.m. and circumstances prevented concluding before 11:00 p.m.

2.6. PROHIBITIONS:

A. Laser Source Light. The use of laser source light or any similar high intensity light for outdoor advertising or entertainment, when projected above the horizontal is prohibited.

B. Searchlights. The operation of searchlights for advertising purposes is prohibited.

C. Outdoor Advertising Off-Site Signs. Electrical illumination of outdoor advertising off-site signs is prohibited between the hours of 11:00 p.m. and sunrise.

2.7. TEMPORARY OUTDOOR LIGHTING:

A. Any temporary outdoor lighting that conforms to the requirements of this Ordinance shall be allowed. Nonconforming temporary outdoor lighting may be permitted by the Board of Selectmen after considering: (1) the public and/or private benefits that will result from the temporary lighting; (2) any annoyance or safety problems that may result from the use of the temporary lighting; and (3) the duration of the temporary nonconforming lighting. The applicant shall submit a detailed description of the proposed temporary nonconforming lighting to the Board of Selectmen, who shall consider the request at a duly called meeting of the Board of Selectmen. Prior notice of the meeting of the Board of Selectmen shall be given to the applicant and to the Anytown Lighting Committee. The Board of Selectmen shall render its decision on the temporary lighting request within two weeks of the date of the meeting. A failure by the Board of Selectmen to act on a request within the time allowed shall constitute a denial of the request.

ARTICLE 3

3.1. EFFECTIVE DATE AND GRANDFATHERING OF NONCONFIRMING LUMINAIRES:

A. This ordinance shall take effect immediately upon approval by the voters of the Town of Anytown at an annual or special Town Meeting and shall supersede and replace all previous ordinances pertaining to outdoor lighting.

B. All luminaires lawfully in place prior to the date of the Ordinance shall be grandfathered. However, any luminaire that replaces a grandfathered luminaire, or any grandfathered luminaire that is moved, must meet the standards of this Ordinance. Advertising signs are grandfathered only for a period of ten years, as specified in section 2.4.C.

C. Grandfathered luminaires that direct light toward streets or parking lots that cause disability glare to motorists or cyclists should be either shielded or re-directed within ninety (90) days of notification, so that the luminaires do not cause a potential hazard to motorists or cyclists.

ARTICLE 4

4.1. NEW SUB-DIVISION CONSTRUCTION:

A. Submission Contents. The applicant for any permit required by any provision of the laws of this jurisdiction in connection with proposed work involving outdoor lighting fixtures shall submit (as part of the application for permit) evidence that the proposed work will comply with this Code. The submission shall contain but shall not necessarily be limited to the following, all or part of which may be part or in addition to the information required elsewhere in the laws of this jurisdiction upon application for the required permit: plans indicating the location on the premises, and the type of illuminating devices, fixtures, lamps, supports, reflectors, and other devices; description of the illuminating devices, fixtures, lamps, supports, reflectors, and other devices and the description may include, but is not limited to, catalog cuts by manufacturers and drawings (including sections where required) photometric data, such as that furnished by manufacturers, or similar showing the angle of cut off or light emissions.

B. Additional Submission. The above required plans, descriptions and data shall be sufficiently complete to enable the plans examiner to readily determine whether compliance with the requirements of this Code will be secured. If such plans, descriptions and data cannot enable this ready determination, by reason of the nature or configuration of the devices, fixtures, or lamps proposed, the applicant shall additionally submit as evidence of compliance to enable such determination such certified reports of tests as will do so provided that these tests shall have been performed and certified by a recognized testing laboratory.

C. Subdivision Plat Certification. If any subdivision proposes to have installed street or other common or public area outdoor lighting, the final plat shall contain a statement certifying that the applicable provisions of the Town of Anytown Outdoor Lighting Code will be adhered to.

D. Lamp or Fixture Substitution. Should any outdoor light fixture, or the type of light source therein, be changed after the permit has been issued, a change request must be submitted to the building official for his approval, together with adequate information to assure compliance with this code, which must be received prior to substitution.

ARTICLE 5

5.1. NOTIFICATION REQUIREMENTS:

A. The Town of Anytown building permit shall include a statement asking whether the planned project will include any outdoor lighting.

B. Within thirty (30) days of the enactment of this ordinance, the Code Enforcement Officer shall send a copy of the Outdoor Lighting Ordinance, with cover letter to all local electricians and local electric utility (including at least those in the Towns of Anytown, [list immediately-adjacent towns here], as listed in the Yellow Pages).

ARTICLE 6

6.1. VIOLATIONS, LEGAL ACTIONS, AND PENALTIES:

A. Violation. It shall be a civil infraction for any person to violate any of the provisions of this Code. Each and every day during which the violation continues shall constitute a separate offense.

B. Violations and Legal Actions: If, after investigation, the Code Enforcement Officer finds that any provision of the Ordinance is being violated, he shall give notice by hand delivery or by certified mail, return-receipt requested, of such violation to the owner and/or to the occupant of such premises, demanding that violation be abated within thirty (30) days of the date of hand delivery or of the date of mailing of the notice. If the violation is not abated within the thirty-day period, the Code Enforcement Officer may institute actions and proceedings, either legal or equitable, to enjoin, restrain, or abate any violations of this Ordinance and to collect the penalties for such violations.

C. Penalties: A violation of this Ordinance, or any provision thereof, shall be punishable by a civil penalty of not less than fifty dollars nor more than one thousand dollars for any individual (and not more than ten thousand dollars for any corporation, association, or other legal entity) for each violation. The imposition of a fine under this Code shall not be suspended. Each day of violation after the expiration of the thirty-day period provided in paragraph B shall constitute a separate offense for the purpose of calculating the civil penalty.

APPENDIX D: SPECIFIC USE GUIDELINES

1.0 Gas Station and Service Station Design Guidelines

Design Principle

Gas and service stations provide fundamental commercial services to a city. These projects are often located in high traffic areas, consequently placing them in prime public view. Due to the often limited size of these parcels, site functionality is paramount in their design. The following guidelines aim to maximize the aesthetic quality of gas and service stations from a public view, while improving site functionality and mitigating off-site impacts to surrounding properties and roadway systems.

Design Goals

- To protect land values of adjacent parcels by minimizing the impacts that gas and service stations have on surrounding residential and commercial properties.
- To prevent visual blight, noise, odor and light pollution in the community through proper screening and abatement of gas station activities.
- To mitigate and limit the public view of unsightly service activities and service areas.
- To encourage safe pedestrian traffic by minimizing vehicular and pedestrian points of conflict.
- To increase the aesthetic appeal of gas stations through appropriate quality architectural standards.
- To allow for adaptive reuse of abandoned convenient stores, gas stations and service areas.

Design Guidelines:

D.1.1 All gas stations located adjacent to residential land uses shall provide, at a minimum, a ninety percent (90%) visually opaque screening that is at least eight feet (8'-0") in height (see Figure 1.5.20a and 1.5.20b for detailed buffering requirements).

D.1.2 All building facade frontages that are open to view from the public right-of-ways or from a pedestrian accessway shall have, at a minimum, a five foot (5'-0") planter strip along the building foundation.

D.1.3 All ancillary buildings and car wash facilities shall provide a minimum of five feet (5'-0") landscape buffer on all sides, excluding doorways and bay entries.

D.1.4 Service bay doors shall not be permitted to be located facing toward any public rights-of-way. Where a parcel abuts a residentially zoned property, service bay doors shall not be permitted to face the residential properties (see Photo Exhibits D.1.4a and D.1.4b).

"Not Permitted"

Photo Exhibit D.1.4a
Front service garages in plain view shall not be permitted.

"Permitted"

Photo Exhibit D.1.4b
Side service garages, as seen in this photo, shall be permitted.

D.1.5 Service areas, solid waste receptacles and car wash bays shall be visually screened from the public right of way as much as is reasonably practical for the site (see Photo Exhibit D.1.5).

"Permitted"

Photo Exhibit D.1.5
The car wash bays, seen in this photograph, are located away from the street.

D.1.6 Wherever possible, gas and service station buildings shall be built in Urban Nodes at the setback line in an effort to screen pumps from public views at intersections (see Photo Exhibit D.1.6).

"Permitted"

Photo Exhibit D.1.6
The gas station above is built in an urban node at the setback line, effectively screening all pumps and services.

D.1.7 Car washes and vacuums shall not be located within one-hundred feet (100'-0") of any land use zoned for residential development.

D.1.8 All car wash facilities shall be screened from view to the largest extent possible.

D.1.9 All gas and service stations shall be constructed of permanent and durable materials to match the primary building structure. No prefabricated metal structures shall be permitted.

D.1.10 The façade design of a car wash facility shall be fully detailed on all sides. The architecture of any car wash facility shall be designed to match the primary structure, provided that there is one.

D.1.10a The use of color banding on the car wash to match the commercial business logo or signage shall not be used on the exterior façade of the car wash.

D.1.10b Any signage provided on a car wash shall be deducted from the allowable wall signage of the primary structure.

D.1.11 Landscape buffers for gas stations shall incorporate shade trees to reduce urban heat islands and provide shade to pedestrians.

D.1.12 Lighting shall not invade or cause "lighting trespass" to abutting land uses under any circumstances (see Appendix C: Dark Sky Model Ordinance).

D.1.12a All overhead canopy lighting shall be fully shielded and recessed (see Photo Exhibits D.1.12a (1), D.1.12a(2) and D.1.12a(3)).

"Permitted"

Photo Exhibit D.1.12a(1)
Service station lighting that is fully shielded decreases light pollution while maintaining levels of safety.

"Not Permitted"

Photo Exhibit D.1.12a(3)
Lighting on service station fascias or canopies shall not be permitted.

"Permitted"

Photo Exhibit D.1.12a(2)
Recessed canopy lighting helps to control light trespass from service stations to adjacent properties or R.O.W.s.

D.1.12b All gas and service station pole lighting shall be limited to fifteen feet (15'-0") in height.

D.1.12c All gas and service station paving shall be constructed of materials that reduce lighting glare.

Safe Pedestrian Traffic

D.1.13 Any convenience store associated with a gas station shall have well lit access points at the pedestrian scale.

D.1.14 Primary building entrances shall be designed to incorporate pedestrian connections to public sidewalks where applicable, via a five foot (5'-0" Min.) concrete sidewalk or crosswalk designated by special paving materials or treatments.

D.1.15 In areas where pedestrian and vehicular traffic are in conflict with each other, special paving materials and treatments shall be used to define pedestrian routes across the site (see Photo Exhibits D.1.15a and D.1.15b).

"Permitted"

Photo Exhibit D.1.15a
Pedestrian connection through drive lane provided through planters.

"Not Permitted"

Photo Exhibit D.1.15b
No pedestrian connection is provided along the R.O.W. increasing conflicts between pedestrians and vehicles.

D.1.16 Building façades that integrate entrances into the building shall be surrounded by a six-foot (6'-0") (minimum) concrete sidewalk (see Photo Exhibit D.1.16).

"Permitted"

Photo Exhibit D.1.16
The service station seen above provides a sidewalk along the front of the building facade with a primary entrance.

D.1.17 Bike racks shall be located within twenty feet (20'-0") (maximum) of the main entrance to any convenience store.

D.1.18 ATMs (Automatic Teller Machines) shall be located inside gas stations and convenience stores to the greatest extent possible.

Gas Station Canopy

D.1.19 Gas station canopies shall not exceed a ceiling height of fifteen feet (15'-0") (see Photo Exhibit D.1.19).

"Permitted"

Photo Exhibit D.1.19
Gas Station canopies shall not exceed 15'-0".

D.1.20 Adornments to the canopy fascia shall not be designed to express corporate identities via signs, logos, paint colors or other brand identification.

D.1.21 Gas station canopy fascias shall not be illuminated, transparent, reflective or encircled in lights.

D.1.22 Canopy lighting shall be located under the canopy only and shall serve to provide safety for patrons. All lighting fixtures shall be fully shielded to minimize light pollution.

D.1.23 Canopy structures shall be integrated into convenience store buildings via architectural features, colors, materials and roof lines.

D.1.24 All canopy supports, pillars and pump stations shall be compatible with primary building architecture.

D.1.25 Gabled, pitched or mansard roof lines that are compatible with the primary building architecture should be integrated into the design of the canopy whenever possible (see Photo Exhibit D.1.25).

"Permitted"

Photo Exhibit D.1.25
The canopy of the gas station above has been designed to match the architecture of the primary building.

D.1.26 Snipe signage and commercial displays shall not be located on or in pump islands (see Photo Exhibit D.1.26).

"Not Permitted"

Photo Exhibit D.1.26
Commercial displays in and around gas pumps shall not be permitted.

D.1.27 Gas stations, service stations, car washes, canopies and other roofed structures shall consider the architectural character of the surrounding context in form, material and color.

D.1.28 All sides of every roofed structure shall be consistent in their architectural fenestration, character and details.

D.1.29 Corporate color banding on gas station buildings, car washes, canopies or roofs are generally discouraged. Earth tone banding that emphasizes architecture, reduces building mass or contributes to architectural character shall be permitted (see Photo Exhibits D.1.29a and D.1.29b).

"Not Permitted"

Photo Exhibit D.1.29a
Color banding around service stations or buildings are generally discouraged.

"Permitted"

Photo Exhibit D.1.29b
Gas and service stations shall design the fascias of canopies to match the primary building's architecture.

D.1.30 Any signage including corporate logos or images, provided on a canopy shall be deducted from the allowable wall signage of the primary structure.

D.1.31 All signage on an overhead canopy may not comprise any more than fifty percent (50%) of the vertical height of the canopy face.

D.1.32 Roofing materials shall be constructed of earth tone materials to avoid roof top branding.

Permitted

"Permitted"

Gas station canopies shall be designed to be architecturally compatible with the architecture of the main buildings.

Not Permitted

"Not Permitted"

Gas and service station canopies that utilize branding or corporate color banding is generally discouraged.

"Permitted"

Gas and service stations shall provide buffers that effectively screen all unsightly activities and services.

"Not Permitted"

Gas and service stations shall provide buffers along R.O.W.s.

APPENDIX D: SPECIFIC USE GUIDELINES

2.0 Mini- Storage Facilities

Design Principle

A relatively new land use in our society, storage facilities occupy a limbo space in existing and proposed land use plans. Are they a commercial use or industrial use or are they an ancillary use to all other uses? The primary users of these facilities are individuals looking to store seasonal items. Commercial and industrial companies also use these facilities, but the predominant users are individuals. For this reason, these facilities are often located relatively near residential land uses. In conflict, the community in general, considers them a necessary evil and would like to have them located out of the public view. These facilities are warehouses, and as such, are considered light industry. Because of this, they shall be located out of residential neighborhoods. If they occupy areas of high visibility, they shall be designed to not dominate the streetscape. This overall design approach must be accomplished by competent and licensed professionals.

Design Goals

- To establish acceptable locations in relation to existing land use categories and zoning classifications for storage facilities.
- To establish acceptable uses associated with storage facilities (associated retail, garage-based/contractor business, etc.).
- To establish design criteria for storage within each land use area.
- To encourage innovative approaches to the site planning process relating to storage facilities.
- Where applicable, require high quality architectural presentations to the public areas.

Design Guidelines:

D.2.1 Storage facilities shall not be constructed of pre-fabricated or unfinished metal buildings.

D.2.2 No storage space doors shall be seen from public areas.

D.2.3 No entrance gates shall be allowed within one-hundred feet (100'-0") of a R.O.W. (Rights-of-way).

D.2.4 Entrance gates shall be designed to coincide in style and color with the architecture of the main building. *Note: The main building shall adhere to Section 1.2 Commercial Architectural Design Guidelines.*

D.2.5 All facilities shall be fully screened to one-hundred percent (100%) opacity with a combination of structural and vegetative screening and a minimum height of six feet (6'-0") at project completion.

D.2.6 Landscape buffers of twenty-five feet (25'-0") (minimum) shall be provided on all public R.O.W.

D.2.6a There shall be one (1) understory tree for of every twenty feet (20'-0") of frontage. These trees may be clustered in areas to enhance the overall landscape presentation. These trees must be planted at a minimum of eight feet (8'-0") in height and with a six-foot (6'-0") spread.

D.2.6b All parking areas abutting the R.O.W. have a continuous screen of hedge type shrubs. These plants shall have a minimum height at planting of thirty inches (0'-30") and be planted a maximum of twenty-four inches (0'-24") apart. Hedge plantings may be pruned at a height no lower than three feet (3'-0").

D.2.7 R.O.W. buffers shall contain at least one (1) shade tree twenty feet (20'-0") (minimum) in height and an eight-foot (8'-0") (minimum) spread at planting, and spaced thirty feet (30'-0") on center, along the full length of frontage.

D.2.8 All site plans shall reflect acceptable standards for vehicular circulation.

D.2.9 If multi-story applications are utilized in the design and construction of storage facilities, adequate loading / unloading areas and associated parking must be provided.

D.2.10 Storage facilities shall be limited to industrial and commercial land uses.

D.2.11 No storage facilities shall be constructed within one (1) city block or three hundred feet (300'-0" min.) of any residential land use.

D.2.12 All self-storage facilities shall have the highest safety levels of lighting at night in all customer use areas (see Appendix C).

D.2.13 No self-storage facilities shall be constructed of reflective or bright primary colored materials.

D.2.14 The site design of storage facilities should emphasize a clear and safe path to all buildings.

Permitted

"Permitted"

Not Permitted

"Not Permitted"

"Permitted"

"Not Permitted"

APPENDIX D: SPECIFIC USE GUIDELINES

3.0 Automobile Dealerships

Design Principle

Automobile dealerships and used car sales areas generally have a desire to occupy the most highly visible areas within commercial districts. They also, however, do not always make the best possible presentation to the street. In most areas, there seems to be a competition, as is the case in any commercial area, to attract as much attention as possible to these facilities. These presentations can often become too loud and too bright for the neighborhood. Lately, the trend is towards larger facilities and, in some areas, the desire to group these facilities into an "auto mall". Auto malls shall adhere to the same guidelines as independent dealerships. Automobile dealerships and used car sales tend to dominate the landscape, disrupt traffic patterns and contribute to light pollution. These guidelines are written with the aim of minimizing these impacts.

Design Goals

- To contribute to the community value by minimizing the negative visual impacts that auto dealerships have on a city.
- To minimize the impacts of noise and light pollution through vegetative screening and the establishment of maximum standards for lighting.
- To encourage more efficient site planning, specifically relating to the staging of inventory and the separation of this inventory as well as customer use areas in an effort to minimize street side visual impact.
- To establish a maximum number of dealerships that shall exist in any geographical area.
- To increase the overall aesthetic appeal through the use of quality architecture, landscape architecture and innovative engineering.

Design Guidelines:

D.3.1 Establish these facilities only in areas where there is no residential land use within one (1) city block or a minimum of 300 feet (300'-0").

D.3.2 Land use within the project shall be clearly marked, separated and isolated from each:

- Customer parking (sales) from employee parking and service areas
- Service areas from sales areas
- Car display areas from all other areas

D.3.3 On any given day a maximum of ten percent (10%) of inventory shall be displayed between public streets and the main structure occupied by the dealership.

D.3.4 Service and storage areas shall not front or maintain a dominant position on the site.

D.3.5 All storage/service areas shall be screened from all public areas and any abutting properties with a one-hundred percent (100%) opaque structural/ vegetative screen with a minimum of six feet (6'-0") in height.

D.3.6 Structural screening shall be constructed of a durable material and have a design compatible with the overall character of the architecture of the site. Chain link fencing shall not be considered screening; however, it shall be allowed for security purposes only and must be screened with vegetation.

D.3.7 Site lighting shall be maintained to Dark Sky standards for security and safety (see Appendix C). All other site lighting shall minimize light pollution. This will be accomplished by maintaining a ten footcandles (maximum) average overall throughout the main display area during hours of operation only. The lighting of these display areas shall be reduced to security and safety levels when the business is not operational. All other areas shall be lighted at security levels only. These areas shall be lighted at a maximum level as outlined by IES standards.

D.3.8 In an effort to minimize light pollution, all lighting shall be designed and located to light only those items occupying the space between the ground plane and the light fixture.

D.3.9 The site shall maintain a vegetative buffer along all sides and abutting all parking areas.

D.3.10 Buffers between the property and public R.O.W. shall be twenty-five feet (25'-0") (minimum) with one (1) shade tree per each forty feet (40'-0") of frontage.

D.3.11 All trees shall be a minimum of twenty feet (20'-0") tall and eight feet (8'-0") wide at time of planting. Trees shall be allowed to grow to normal height and shape relative to variety. No trees shall be topped or "hat-racked" to improve visibility.

D.3.12 There shall be one (1) understory tree for of every twenty feet (20'-0") of frontage. These trees may be clustered to enhance the overall landscape presentation. These trees shall be planted with a minimum height of eight-feet (8'-0") and a minimum spread of six feet (6'-0").

D.3.13 All parking areas and displays shall have a continuous screen of hedge type shrubs. These plants shall have a minimum height of thirty inches (0'-30") at planting, and be planted a maximum of twenty-four inches (0'-24") apart. Hedge plantings may be pruned at a height no lower than three feet (3'-0").

Permitted

"Permitted"

The building is not used to advertise sale events.

"Permitted"

Vehicles are screened by a buffer hedge.

Not Permitted

"Not Permitted"

The building is used to advertise sale events.

"Not Permitted"

Vehicles are not screened with buffer material.

APPENDIX E: SHARED PARKING STANDARDS

Table A1: Urban Land Institute
Summary of Recommended Base Parking Ratios by Land Use Designation (Spaces per Unit Land Use)

Land Use	Weekday		Weekend		Unit	Source
	Visitor	Employee	Visitor	Employee		
Community Shopping Center (<400,000 sq. ft.)	2.9	0.7	3.2	0.8	/ksf[1] GLA	1
Regional Shopping Center (400,000 to 600,000 sq. ft.)	Sliding scale between 400,000 and 600,000 sq. ft.				/ksf GLA	1
Super Regional Shopping Center (>600,000 sq. ft.)	3.2	0.8	3.6	0.9	/ksf GLA	1
Fine/Casual Dining	15.25	2.75	17.0	3.0	/ksf GLA	2, 3
Family Restaurant	9.0	1.5	12.75	2.25	/ksf GLA	3
Fast-Food Restaurant	12.75	2.25	12.0	2.0	/ksf GLA	2
Nightclub	15.25	1.25	17.5	1.5	/ksf GLA	3
Active Entertainment	Custom to each tenant					
Cineplex	0.19	0.01	0.26	0.01	/seat	3, 2
Performing Arts Theater	0.3	0.07	0.33	0.07	/seat	2
Arena	0.27	0.03	0.3	0.03	/seat	3
Pro Football Stadium	0.3	0.01	0.3	0.01	/seat	3
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat	3
Health Club	6.6	0.4	5.5	0.25	/ksf GFA	3, 4
Convention Center	5.5	0.5	5.5	0.5	/ksf GLA	3
Hotel—Business	1.0	0.25	0.9	0.18	/room	2, 3
Hotel—Leisure	0.9	0.25	1.0	0.18	/room	2, 3
Restaurant/Lounge	10.0	—	10.0	—	/ksf GLA	2, 3, 5
Conference Center/Banquet (20 to 50 sq. ft./guest room)	30.0	—	30.0	—	/ksf GLA	2, 3, 5
Convention Space (>50 sq. ft./guest room)	20.0	—	10.0	—	/ksf GLA	2, 3, 5
Residential, Rental	0.15	1.5[2]	0.15	1.5[2]	/unit	2
Residential, Owned	0.15	1.7[2]	0.15	1.7[2]	/unit	2
Office (<25,000 sq. ft.)	0.3	3.5	0.03	0.35	/ksf GFA	2
Office (25,000 to 100,000 sq. ft.) Sliding scale between					/ksf GFA	2
25,000 sq. ft.:	0.3	3.5	0.03	0.35		
100,000 sq. ft.:	0.25	3.15	0.03	0.32		
Office (100,000 to 500,000 sq. ft.) Sliding scale between					/ksf GFA	2
100,000 sq. ft.:	0.25	3.15	0.03	0.32		
500,000 sq. ft.:	0.2	2.6	0.02	0.26		
Office >500,000 sq. ft.	0.2	2.6	0.02	0.26	/ksf GFA	2
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GFA	2, 3
Medical/Dental Office	3.0	1.5	3.0	1.5	/ksf GFA	2, 3
Bank, Branch with Drive-in	3.0	1.6	3.0	1.6	/ksf GFA	2

Notes
Ratios based on peak parking spaces required with virtually 100% auto use and typical ridesharing for suburban conditions.
[1] /ksf = per thousand sq. ft.
[2] 1.0 spaces reserved for residents' sole use, 24 hours a day; remainder shared with visitors and other uses.